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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after AUGUST 25th, 1930, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon Dep.	8.53	9.00	9.34	9.40	10.00	10.01	10.18	10.24	10.30	10.40	10.45	10.53
Yau Ma Tei Dep.	8.54	9.01	9.35	9.41	10.01	10.02	10.19	10.25	10.31	10.41	10.46	10.54
Shatin Dep.	8.56	9.03	9.37	9.43	10.03	10.04	10.21	10.27	10.33	10.43	10.48	10.56
Tai Po Dep.	7.10	7.17	7.51	7.57	8.17	8.18	8.35	8.41	8.47	8.57	9.02	9.10
Ma On Shan Dep.	7.15	7.22	7.56	7.59	8.19	8.20	8.37	8.43	8.49	8.59	9.04	9.12
Fanning Dep.	7.35	7.42	8.16	8.19	8.39	8.40	8.57	9.03	9.09	9.19	9.24	9.32
Sheng Shui Dep.	7.30	7.37	8.11	8.14	8.34	8.35	8.52	8.58	9.04	9.14	9.19	9.27
Shum Shu Dep.	7.38	7.45	8.19	8.22	8.42	8.43	8.60	8.66	8.72	8.82	8.87	8.95
Canton Arr.	12.34	12.41	1.15	1.18	1.38	1.39	1.56	1.62	1.68	1.78	1.83	1.91

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton Dep.	—	—	—	—	8.25	—	—	—	—	—	—	8.25
Shum Shu Dep.	7.13	7.20	7.54	7.57	8.17	8.18	8.35	8.41	8.47	8.57	9.02	9.10
Sheng Shui Dep.	7.20	7.27	8.01	8.04	8.24	8.25	8.42	8.48	8.54	9.04	9.09	9.17
Fanning Dep.	7.25	7.32	8.06	8.09	8.29	8.30	8.47	8.53	8.59	9.09	9.14	9.22
Tai Po Market Dep.	7.31	7.38	8.12	8.15	8.35	8.36	8.53	8.59	9.05	9.15	9.20	9.28
Tai Po Dep.	7.40	7.47	8.21	8.24	8.44	8.45	9.02	9.08	9.14	9.24	9.29	9.37
Shatin Dep.	7.53	8.00	8.34	8.37	8.57	8.58	9.15	9.21	9.27	9.37	9.42	9.50
Yau Ma Tei Dep.	8.08	8.15	8.49	8.52	9.12	9.13	9.30	9.36	9.42	9.52	9.57	10.05
Kowloon Arr.	8.12	8.19	8.53	8.56	9.16	9.17	9.34	9.40	9.46	9.56	10.01	10.09

*For First Class Passengers Only. Will Stop at Any Station on Request.

Further information may be obtained at the Railway Offices, Kowloon, from Messrs. T. H. COOK & SON, LTD., HONG KONG, or from THE CHINA TRAVEL SERVICE, 5, Queen's Road, HONG KONG.

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- 3.—Kai Sze Yee Min 雞絲伊麵
- 4.—Grilled Lamb Chop and Saratoga Chips
- 5.—Roast Duck, Sage Dressing
- 6.—Cold Roast Beef and Potato Salad
- 7.—Roast Potatoes
- 8.—Boiled Potatoes
- 9.—Long Beans
- 10.—Vanilla Ice Cream
- 11.—Fruit. 12.—Tea. 13.—Coffee

THE ROMAN RUINS AT ST. ALBANS.

REMARKABLE EXCAVATIONS.

FOURTEEN CENTURIES' SECRET REVEALED NEAR LONDON.

The meadows by the Ver at St. Albans, which have concealed for fourteen centuries or so the remains of the Roman city of Verulamium, are at last yielding up their secrets. Although the excavations—a joint enterprise of the city authorities and archaeological societies—began only a fortnight ago, (writes a correspondent in a recent issue of the *Manchester Guardian*) interesting discoveries have been made already, and there is good promise of more.

The Walled City.

Before Dr. Mortimer Wheeler and his wife began the digging the only evidence of Roman St. Albans visible above ground were portions of the massive defensive wall, once two miles in extent and still most impressive. This wall is identical in construction—flint masonry with lines of tile, that is, Roman brick, at intervals—to London Wall. One of the objects of the inquiry is to fix the date of the wall, and in so doing to settle the vexed question of the date of London Wall. Both Verulamium and Londonium were destroyed in Boadicea's rising in the first century, and the theory most favoured by archaeologists has been that both towns were walled after the rebellion was put down. The other theory dates the walls to the troubled times of the third century, when the barbarian invasions were beginning.

It is too early for dogmatism, but already it seems probable that the early date will be proved. A great cutting has been made through the wall and its outer ditch and bank. At this spot, just inside the wall on the floor-level, a coin of the first century was turned up by the diggers while I was there. The approximate date of 100 A.D. is emerging for the defences of Verulamium and of London.

A Flanking Tower.

One approaches the site by the pleasant path now known as the Causeway, which in ancient times was the Watling Street. In Roman times it was by this road that travellers coming from London entered Verulamium. At this spot they have just discovered a few feet below the soil the main gateway of the Roman town. One sees the wall of tile still perfectly preserved where was the opening on the wall, and to the side of it the foundations have been laid bare of a round

flanking tower. The other tower remains to be excavated. The protection of a gateway by towers of this type is well known from other sites. It seems curious that the mediæval builders who used the Roman ruins as a quarry—they even dug deep along the wall to strip it of its tiles—should have missed these tower walls of the gateway when they were building the Cathedral and other old churches, in St. Albans. It has always been doubtful whether the Romans utilised the pre-existing defence of the British settlement, but the new evidence suggests that the wall was entirely a Roman work.

Before the Romans Came.

The second main object of the work is to trace the history of the site from Celtic times through the Roman occupation and beyond it. Before the Roman Conquest Verulamium was an important British centre. It was the metropolis of south-east Britain, the capital of Cassivellaunus, chief of the Catuvellauni. While at one end of the time scale, the place goes back into prehistory, at the other it goes forward into the fifth century, for it is known that in 429 A.D. an ecclesiastical conference on the Pelagian heresy was held there, and there is evidence of peaceful urban life at that period—the only evidence of the kind relating to a Roman town in Britain.

Sites of Three Houses.

It is in the exciting hope of throwing light on the later phases of this long history that Mrs. Mortimer Wheeler is now unearthing the remains of houses inside the Roman town. These houses fronted on Watling Street, i.e., the main road from the gate to the forum. One could study the ground plan of three complete houses and get some notion, however slight, of how the people lived during the occupation. You see the stumps of the walls of the rooms built of flints, and there the flooring made of little squares of red pottery is still in position. One house, belonging probably to the later period of occupation, is of the corridor type, in which all the rooms open upon a long passage. There is no stone near St. Albans, and it seems likely that these houses were built above the low flint walls of timber and daub much in the manner of

mediæval dwellings. There is proof of one or even two rebuildings, and you can see exactly how the builders filled in the foundations with the broken rubble of the earlier house before beginning the new one, in one case burying the oven of the last occupant, and in another an older tessellated pavement.

Mrs. Wheeler's workers uncovered a tessellated floor of a more elaborate kind, with a pattern in colours forming a sort of border round the plain red tesserae of the centre, like the decorated border of a "self coloured" carpet. Close by the delicate job was in hand of recovering the pieces of a big wine amphora.

After Roman Occupation.

One pretty piece of detective work seems to suggest that these houses were lived in after the occupation by people who had lost the Roman craft of building. In one room the tessellated floor had sunk in deeply owing doubtless to the collapse of the supports beneath connected with the heating system. Instead of restoring the floor the inhabitants had filled the depression with beaten clay and embedded in this clay has been found an interesting pot. It is Roman in form, but it is hand-made and very rough in texture; not at all a pot as the Romans made them. It may be that it was the work of someone in the fifth century who remembered something of the Roman-taught art of pottery, but practised it in a degenerate form. It is thought that this may have been the working-class quarter of Verulamium.

An Early "Britannia."

There is as yet no proof that the capital of the British king and the Roman municipium were on the same spot. That will come later, and meanwhile we have these interesting suggestions of the decay of the Roman arts and crafts long after the conquest. A mass of pottery has been found, including fine samian ware imported from the Continent and rough native imitations of it, as well as Celtic vessels with the characteristic hunting scene decoration. There is the inevitable tile with the imprint of a dog's foot. Perhaps the most interesting coin is a bronze piece with the head of Antoninus Pius, and on the reverse an image like the Britannia of our present coinage, complete with helmet and shield by her side.

Diary of Coming Events.

To-day. (September 10.)	Thursday. (September 11.)	Dinner Dance: Peninsula Hotel, 8.30 p.m.
Queen's Theatre: "Let's Go Places."	Queen's Theatre: "Let's Go Places."	European Mail—Outward: Europe via Siberia (Malwa) 8.30 a.m.
Central Theatre: "The Doctor's Secret."	Central Theatre: "The Doctor's Secret."	Tides: High, 11.43 a.m. and 11.46 p.m.; Low, 5.37 a.m. and 5.52 p.m.
World Theatre: "A Vermillion Egg."	World Theatre: "Love Trap."	Saturday. (September 12.)
Star Theatre: "War Paint."	Majestic Theatre: "Golf Widows."	Queen's Theatre: "Caught Short."
Majestic Theatre: "Golf Widows."	Star Theatre: "Three Passions."	World Theatre: "Love Trap."
H.K. Hockey Club Meeting, Volunteer Headquarters, 8.30 p.m.	European Mail—Inward: Europe via Suva (Malwa).	Star Theatre: "Three Passions."
Tai Koo "Channel Swim" at North Point.	Tides: High, 11.08 a.m. and 11.19 p.m.; Low, 5 a.m. and 5.30 p.m.	Baseball: Kiaora v. Filipino.
Hong Kong Engineering & Cons. Co., Ltd., Extraordinary general meeting, St. George's Building, noon.	Friday. (September 12.)	Police Athletic Sports, V.R.O., 2.45 p.m.
Dinner Dance: Hong Kong Hotel, 8.30 p.m.	Queen's Theatre: "Caught Short."	Tea Dance: Peninsula Hotel, 5 p.m.
Tides: High, 10.20 a.m. and 10.50 p.m.; Low, 4.25 a.m. and 5.03 p.m.	World Theatre: "Love Trap."	Dinner Dance: Repulse Bay Hotel, 8.30 p.m.
	Central Theatre: "The Doctor's Secret."	European Mail—Outward: Europe via Marseilles (Mantua), 10.30 a.m.
	Garrison Children's School, Kowloon, Distribution of Prizes, 10 a.m.	Tides: High, 12.32 p.m.; Low, 6.18 a.m. and 6.11 p.m.
	Lammert's Auction of Furniture, Salesroom, 2.30 p.m.	

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MOTOR NOTES.

So Very Moderate.

In the province of Ontario, Canada, the tax on a private car of less than 25 h.p. is only \$1 0s. 6d. per annum. Surely a motorist's paradise!

Words of a Prophet.

At some time in the future motor manufacturers may operate for only ten months in the year, is the prediction of Mr. Henry Ford as a result of present-day world conditions. The problem that requires attention at the moment, in the opinion of Mr. Ford, is that of providing steady employment for workmen engaged in the industry.

Fewer Buses.

In an endeavour to tackle the problem of traffic congestion in London it is understood that the number of buses on the streets between 10 a.m. and 4 p.m. is to be limited, at first as an experiment, to be followed in another direction it has been suggested that New and Old Bond Street, W., should come under the unilateral parking system.

Olympia Coachwork Competition.

Particulars of the annual coachwork competition in connection with the Olympia Show in October have been issued by the Institute of British Carriage and Automobile Manufacturers. This competition is arranged by kind permission of the Society of Motor Manufacturers and Traders, Ltd., and it is the fifth successive year in which it has been held. There are three sections: (1) for enclosed drive coachwork, such as limousines, landaulets, saloons, cabriolets and coupés de ville, (2) for owner-drivers' coachwork, and (3) for mass production enclosed coachwork, i.e., covered coachwork with accommodation for four or five persons, which is a standard production of British car manufacturers having coachbuilding plants. There will be three prizes in each section, a silver cup, a silver medal, and a bronze medal.

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Eastbourne Motor Week.

For the first time, as already announced, a Concours d'Elegance is to be held at Eastbourne on Wednesday, September 10, and will be a feature of the motor week organised for the benefit of the Princess Alice Hospital. The Concours d'Elegance will differ in certain respects from similar events held in different parts of the country and on the Continent, in that commercial vehicles are to compete, special classes, being set aside for them, as well as private cars. It should be interesting to see how the butcher's van can be made to outshine that of the baker's, not to mention motor coaches and lorries.

Motorists and "Speed Cops."

"I am" still sufficiently old-fashioned," writes "Focus" in *The Light Car and Cyclecar*, "to resent the employment of Road Fund money for any other purpose than building and repairing roads, but the idea of introducing speed cops to this country is one which has appealed to me ever since the fearsome penalties proposed by the Road Traffic Bill were first made public. If we are to be thrown into gaol for three months or fined £50 for driving in what a policeman considers to be a reckless or dangerous manner, we are certainly due to welcome any move which will tend towards educating our constables concerning what is dangerous and what is not."

Sale and Barter.

An account of an amusing used car sale in Western Australia was recently reported by a General Motors representative in Perth. The sale of a used Chevrolet van valued at £75 had, as an initial payment, the following items:—

150 bushels of wheat at	£ s. d.
4s. a bushel	30 0 0
60 fowls at 2s. each	6 0 0
14 chickens at 6s. each	3 10 0
1 prize drake	10 0
4 turkeys at 10s. each	2 0 0
3 turkeys at 7s. 6d. each	1 2 6
2 fireproof doors at 7s. 6d. each	15 0

Making a total of £43 17s. 6d. as the first payment towards the ownership of the van!

Seeing the World by Car.

The two Cambridge undergraduates who are doing a world tour with a Riley "99" have left the American continent and are already on their way to New Zealand. The car has, naturally, been specially equipped for its arduous journey and, as it is deemed to be possible en route, the body is of special design. By removing the seats, a flat platform extends the whole length of the car and, with the hoods erected, side curtains in position and the windscreen shut, the whole interior is enclosed. An extra petrol tank is fitted and two specially constructed copper water tanks are carried to guard against the horrors of thirst in such dread localities as the Australian, Persian and Syrian Deserts, all of which come into the itinerary of this ambitious tour. Two engineers from India and their native chauffeur have just completed a journey of 5,790 miles from Lahore to London with a 4-year-old 20 h.p. Armstrong Siddeley. Before starting, the car had already covered 54,000 miles in India but, despite this total, it completed the homeward journey over mountain tracks and deserts, sometimes through thick sand and even snow, by averaging 141 miles per day's run on a fuel consumption of over 17 m.p.g. Preliminary preparations for the trip occupied over 12 months and the most risky stages of the route were from Quetta to the Persian frontier and the 550 miles between Baghdad and Damascus.

6 h.p. LIGHT CARS IN 1931?

FRESH FIELDS MANUFACTURERS MIGHT EXPLORE.

The 5 h.p. (Treasury rating) model is the best seller in the automobile world of the present day, says *The Light Car and Cyclecar*, and it has always been the tendency of the trade to concentrate upon the more fertile fields. "In this connection we hope it will not be overlooked by the manufacturers when planning their 1931 programmes that there is often a good crop to be obtained from a field that has been lying fallow for some years. "We refer specifically to the 11 h.p., 7 h.p. and 8 h.p. (Treasury rating) classes. Cars of 8 h.p., 9 h.p., 10 h.p. and 12 h.p. have been very popular of recent years, but no considerable attempt has been made to explore the market for cars in the classes enumerated."

Pedestrians Assist Motorists!

In a Norfolk hotel a few days ago, says a writer in *The Light Car and Cyclecar*, I saw a notice, signed by the chief constable of the county, impressing upon pedestrians using the narrow twisting roads which abound in the district the importance of warning drivers of the approach of other vehicles. It was the first notice of its kind that I had seen, and it certainly impressed me as indicating a particularly common-sense attitude on the part of the chief constable concerned. (The idea is one which is well worth imitating by the authorities in other counties which have narrow dangerous roads. Everyone nowadays is in some way or other a "motorist" and ready to help drivers of vehicles if ways and means for doing so are appropriately pointed out to him.)

National Trust Work.

At the annual general meeting, in London, of the National Trust for Places of Historical Interest or National Beauty, reference was made to the excellent work that had been carried out in the past. Some £250,000 has been expended on the acquisition and equipment of properties held by the National Trust, and during the past year £20,000 has been subscribed and nineteen new properties have been acquired, many of them important, as, for instance, Runnymede, by the Thames at Egham. In the course of a speech Major Clough Williams-Ellis described the National Trust as the keeper of the nation's memory, and said that he was one of those who saw no good reason why England should not be as seamy, as orderly, and as well preserved and managed as any well-tended private estate.

Where Do Old Cars Go?

An insurance man whom I met in an hotel writes "Focus" in *The Light Car and Cyclecar*, was able to throw some light upon a matter which has always interested me—the destiny of a car which is a "total loss." "As a rule," he said, "the garage to which it is taken after an accident gives the insurance company a small price for it and then passes it on to a car breaker." "What do you consider a rational price for a car which is incapable of being reconstructed?" I asked. "It all depends," he said. "If it is an up-to-date model of a popular make it may be worth £20 to a car breaker largely for spares, but some makes are not worth as many shillings." "Pre-war models, he went on to mention, are often more valuable than comparatively recent production on account of the greater weights of bronze, brass, copper and aluminium which they contain. Robot Lights.

Fear entertained by some of the experienced motorists. Members of Parliament as to the efficacy of traffic control signal lights were expressed recently in the House of Commons, when Sir Cooper Rawson asked the Minister of Transport whether he was aware that the automatic coloured-light system of traffic control in Piccadilly had proved inefficient, and why it was being repeated in Ludgate Circus, supplemented by manual control exercised by a policeman on point duty. Mr. Morrison replied that these two systems of signalling were intended to serve different purposes. In the one case the light signals conveyed information to the police as to what was happening at the various points at which they were installed; in the other case the light signals directly controlled the traffic. In neither case were the signals automatic. He was informed that both systems were regarded as efficient and satisfactory for their respective purposes.

BROOKLANDS BONUS THREAT.

TRACK RULES TO BE CHALLENGED.

There is keen resentment among racing motor drivers and firms interested in car racing, at the disqualification—for technical breaches of a rule—of Captain H. R. S. Birkin and Mr. W. B. Scott, in two races at Brooklands last month.

Steps are being taken to bring the administration of the rules of Brooklands before the British Racing Drivers Club and the Royal Automobile Club.

There is also a threat among large firms interested in racing to stop the practice of giving bonuses to drivers who win races at Brooklands next year.

Captain Birkin had not resigned, as it was stated he would do, either from the Committee of the Brooklands Automobile Racing Club or from the panel of stewards.

Mr. Scott has formally entered a protest against the disqualification.

In neither case was there any allegation of dangerous driving or banking, and no driver entered a complaint.

The decisions were given because both drivers are alleged to have passed from one section of the track to another reserved for faster cars, at the fork, a most difficult part of the track.

The track is marked off with blue, red and black lines. The rule is that cars with a speed below 90 miles an hour must keep to the left of the blue line, cars below 100 m.p.h. to the left of the red line, and cars of over 100 m.p.h. to the left of the black line.

"Grouping" to Blame.

"The rule has worked well for the two or three years it has been in force," said a famous Brooklands racing authority. "It is not the rule that is to blame, but the grouping of the cars entered in a race."

"Each car has a potential speed which is thought to be known, and on the programme the cars are grouped—so many confined to the red line and the blue, and a limit handicap of fast cars to the black. The grouping was at fault. In the first race 12 runners were confined to the red line, and only two allotted to the black. In the second race eight cars were grouped to the red line and two to the black. In the third race 15 were red line and two were black. In the 'Gold Star' 14 were red line and one black, and so on."

"The two cars disqualified are much faster cars than the groupers realised. "They were travelling at 120 m.p.h. or more and were actually being driven with greater safety by going outside the red line, as is alleged."

"Instead of the lines aiding the fast men, they are slowing them down."

"Either the line must be taken away, or there must be more discrimination in the selection of cars confined to the red line status."

MOTOR ROAD TRAFFIC.

EXTRAORDINARY VOLUME AND WEIGHT.

In the 1930 survey of the motor industry of Great Britain, published by the Society of Motor Manufacturers and Traders, data are given which enable circulation to be made of the weight and volume of power-driven traffic passing over our roads. The figures are of extraordinary dimensions.

The number of cars paying tax, 950,845, represents a total of 13,408,580 horse-power, and assuming that 93.7 per cent. are in use all the year round, doing an average of 5,500 miles, then the total mileage comes to 5,991,739,000. On the low average of two persons per car, the passenger mileage amounts to 11,983,478,000 miles, and at the consumption rate of twenty miles to a gallon of petrol, these cars use 599,173,900 gallons a year.

Of the 97,997 hackney vehicles, representing a total seating capacity of 1,614,374, some 93.3 per cent. are in use all the year round. The average mileage is 29,000, which gives the enormous passenger mileage a year of 91,633,020,000, calculated at the rate of ten passengers per vehicle as an average. On a consumption basis of 18 miles per gallon, hackneys use 135,266,375 gallons of petrol a year.

Commercial Vehicles.

The total weighted useful load of the 339,794 commercial vehicles registered is given at 10,198,274 cwt. Only 1 per cent. of the vehicles are not in use all the year round, and the remainder, at the average rate of 14,000 miles, cover not less than 4,570,958,000 miles a year. The average load, assuming that half of each journey is run unloaded, is taken at 18 cwt., which gives a total of 3,656,763,400 ton miles per year. At the rate of 12 miles a gallon, the consumption of spirit is 380,913,166 gallons a year. The total road mileage available for all this traffic is 179,059 miles. Most of it passes over first-class (25,528 miles) and second-class (15,747 miles) roads only, which helps us to visualise some of the causes of road congestion.

British Factories' Output.

From the survey, it appears that the output of British motor factories in 1929 was 238,505 vehicles, of which 182,347 were cars, and it is estimated that 120,000 old cars were not re-registered. From this and other factors the conclusion is arrived at that average life of the British car is nine years, compared with 8½ years in the United States. The trend of events is, however, for this car life to become shorter, and it is likely to decrease rapidly in becoming more important a factor in estimating future sales and the extent of the replacement market.

The export of complete cars in 1929 was 23,897, of a value of £4,391,329. This compares with a value of 13,193 and a value of £2,390,090 in 1928. The net imports of cars in 1929 was 25,416, of a value of £2,139,318. Of this number, 8,375 came from U.S.A., 2,298 from Canada, and 1,180 from France. Italy, the next on the list, supplied only 284 cars.

WAKE UP, BRITISH MANUFACTURERS!

COMMERCIAL VEHICLES AND EMPIRE TRADE.

It has been stated in official quarters in London that the condition of the commercial-vehicle industry is better than that of most of the other manufacturing trades of the country. The maker of commercial vehicles is certainly in a better position than the maker of private cars, except, perhaps, in a few instances. It is vastly important, however, says *The Commercial Motor*, that a close study should be made of the conditions which are likely to obtain in the not-far-distant future.

"It may well be that a considerable portion of our trade in commercial vehicles will eventually be with our Dominions, and we are sure that many of our makers are looking forward with great interest to the recommendations which may be made at the Imperial Conference, which will carry out its work during October."

Active Rivals.

"When it is realized that the British Empire has an area of 14,000,000 square miles of territory occupied by 451 millions of people, and with extraordinary resources in the way of food and raw materials, the possibilities of reciprocal trade must strike even those who have but little knowledge of economics and trade in general. Our makers must, however, expend a considerable portion of their efforts in developing vehicles suited in every way to meet overseas requirements. Our rivals were early in entering the majority of the available markets, and it will be an uphill task to win a more adequate share in this trade, but it is of vital importance that every endeavour should be made to do so. The great point for British manufacturers to remember is that it is no good waiting for this trade to come to them; it is necessary for every maker to be what the American calls a 'go-getter.' The British product is far more adaptable to meet individual requirements than is a mass-produced article, and this is a valuable feature upon which more stress might well be laid. This quality should appeal not only to Empire buyers but to those from foreign countries."

TEN MOTOR-CARS TO EVERY BABY.

LORD PONSONBY'S DISCOVERY.

"It could be calculated that the car-purchasing class of the community bought ten cars in 1929 for every baby to which it gave birth," said Lord Ponsonby, when opening an exhibition illustrating the development of town and countryside, at Haslemere, last month. "It was significant," said Lord Ponsonby, "that in 1929, while 737,096 babies were born in Great Britain, 319,112 mechanically-propelled road vehicles of all types were newly registered—almost one to every two babies born. It was (Continued on next column.)"

SYNTHETIC GLASS.

TO BE MADE COMMERCIAL.

Special interest attaches to an entirely new production, which has just been brought to the commercial stage in France, remarks *The Motor*.

The new substance is termed by its inventors "Similex," and the processes employed in its production have been covered by patents. Certain of the difficulties in the case of former attempts to produce a substance of this kind would appear to have been overcome and "Similex flexible glass," which, of course, is not actually glass at all, is shortly to be made in quantities on a commercial basis. An important factory has already been laid out for its manufacture and an encouraging feature of the enterprise is the fact that the makers intend to market their production at the approximate ruling price for plate-glass.

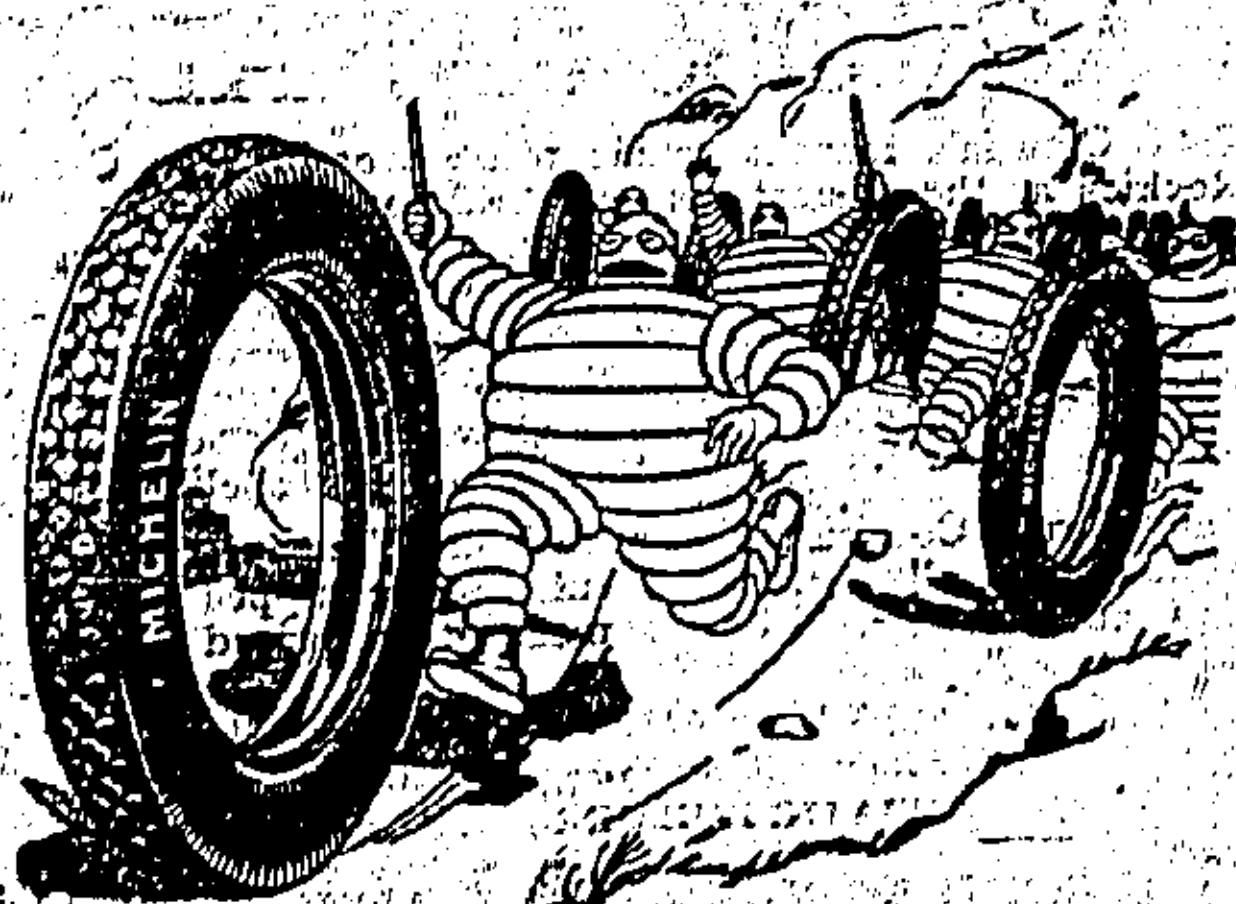
Flexible Plate-Glass.

Phenol and formaldehyde form the basis from which "Similex" is obtained, and the inventors claim a great advance over previous attempts to make synthetic flexible glass in the fact that not a particle of urea enters into its composition, the latter compound having given rise to various troubles, particularly in the matter of homogeneity and in the length of time required for the material to set and dry before it could be used. As the first operation in the manufacture of "Similex" consists of a cold mixing of phenol and formal, it will be seen that the process is the exact opposite of that employed in the formation of synthetic resins at present in commercial use.

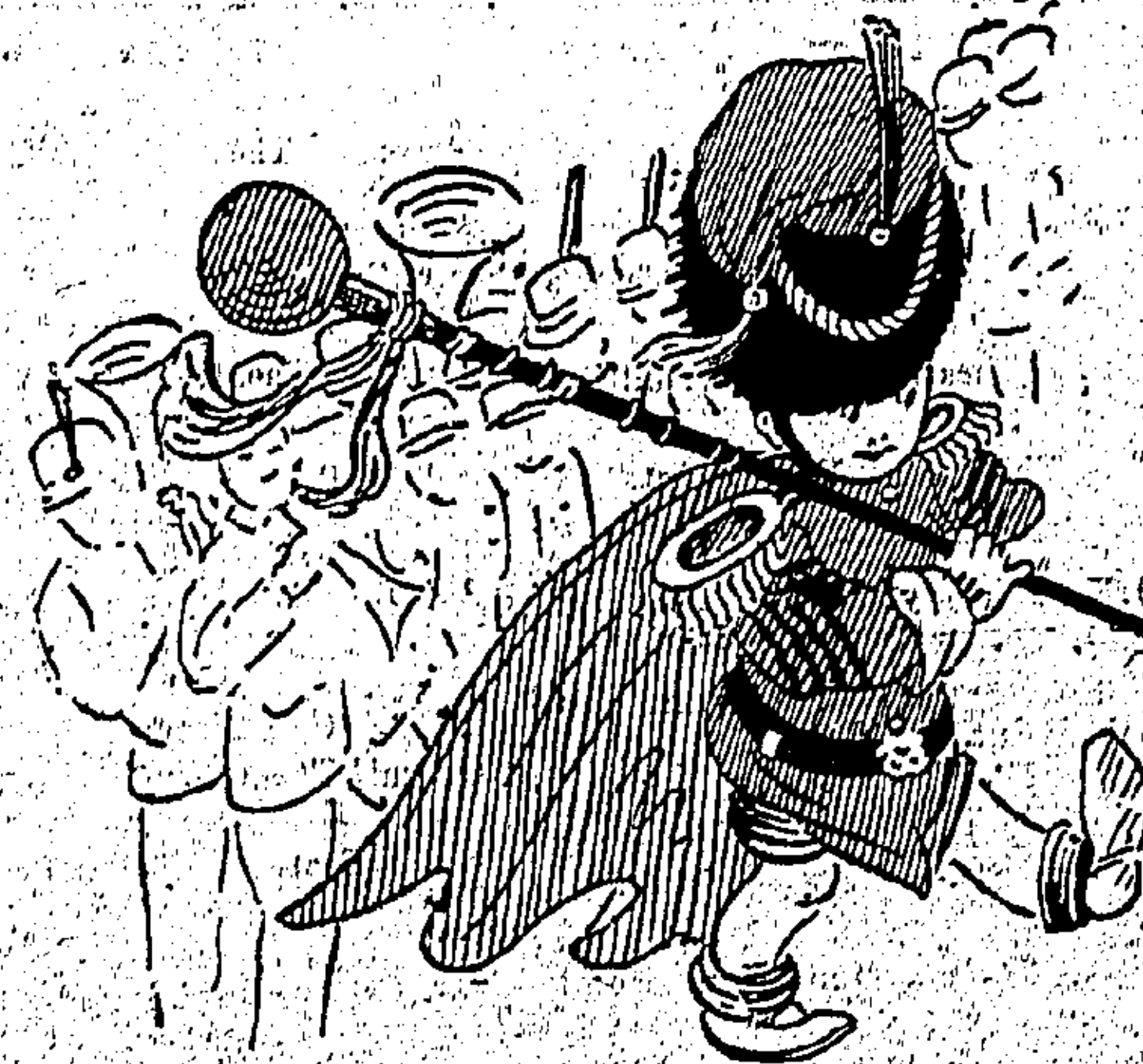
A very important feature of the "Similex" product is the fact that it can be supplied in any degree of hardness or elasticity to suit the particular purpose for which it is required. "Similex" is less than one-third the weight of ordinary plate-glass, and this should enhance its value for cars and aircraft.

interesting to make a further analysis of these figures. It was generally agreed that the class of persons able to afford private cars were those earning over £400 a year. This class, it was calculated, numbered about a million, or roughly one-fifth of the population. The total number of cars taxed on horse-power (which corresponded to the private-car class) newly registered in 1929 was 163,516, from which it could be calculated that the car-purchasing class of the community bought ten cars in 1929 for every baby to which it gave birth. Referring to the necessity of preserving countryside amenities, Lord Ponsonby said: "The construction of roads, the erection of buildings, the suppression of unsightly boardings, and education with regard to the scattering of litter are the chief subjects which call for attention. Societies have been formed for dealing with litter with some success, but there is still a great deal to be done in the way of teaching people that picnics are just as enjoyable if paper and refuse are not scattered over the ground. As to boardings, appeals have been made, but, so far, in few cases successful. As to buildings, we find on the one hand a great architectural revival and on the other, a greatly increased activity on the part of the worst sort of jerry-builder. What are known as 'ribbon' developments and the bungalowoid growth, which disfigure the outskirts of towns, and more especially our coastal villages, are among the most distressing features of modern building."

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MOTOR NOTES

A GREAT FIAT VICTORY.

THE "TRE VENEZIE" RACE.

The utility car of 1930—the 514 Fiat—driven by Amadeo Costa has won the "Tre Venezia" Cup, being first in the general classification and beating the most powerful and the fastest of Italian and foreign cars. That the victory was no easy one, being most hotly contested, reflects all the more credit upon both car and driver.

In order to win, the 514 Fiat had to need to keep to the minimum speed laid down by the regulations of the competition, and so gain points on regularity in virtue of the minimum of points sacrificed through deviations from the pace set; instead, it maintained a pace quite the reverse of pacific, and sealed the Pordoi, the Falzarego and other stiff Alpine passes at over 23 miles per hour. This is not an achievement that can be done by all drivers, nor by every car. This car maintained a high average speed, an unusual quality which the classification formula of the "Tre Venezia" sought to bring out and reward, and which is one of the most prominent and valuable attributes of the "514." This is a

quality which has the most practical value in everyday service, and it enables the motorist to undertake a journey of any length with the certainty of arriving to schedule in the shortest time and without unforeseen delays or vexatious breakdowns.

From this point of view, the Fiat 514, winner of the "Tre Venezia" Cup, has proved itself to be a universal utility car: in comparison with the sports cars, capable of very fast spurts on the level; but lacking in handiness, sureness, docility and flexibility on the tortuous mountain roads, the "514" proved itself not merely equal, but distinctly superior to them. Unbeatable for reliability and for resistance to the most prolonged effort, the "514" answers fully to the aim Fiat had in view when, six months ago, the new model was placed on the markets of the world.

The Fiat also had the honour of the highest absolute speed over the whole course of the "Tre Venezia" race. The model "525SS" cars clearly showed themselves to be faster and more powerful, both on the level and in the mountains, than the fastest and most powerful sports cars entered. The slight incident which forced Pastore to retire in the last stage of the race, prevented a more grandiose showing of regularity and resistance in the larger classes as well, but in no way detracted from the importance of the brilliantly sustained test by the "525SS" Fiats.

Such results confer a practical value on the successful event, as they demonstrate the superior performance and stamina of the lower priced Italian cars.

MOTORING SURPRISE.

MODEL BY FAMOUS BRITISH FIRM.

BUSMAN SOLVES LAMP PROBLEM.

The motoring public may expect an announcement of a new model by a world-famous British firm which will be of enormous interest at Olympia Show in October.

Its details have been kept such a profound secret that only a few of the factory chiefs and one or two main agents know them.

A series of test cars, with each bonnet sealed, and with nothing on radiator, hub caps or any other part of the car to identify the make, has been seen in Wales and the West Country.

The engine is a light, six-cylinder of under 2,000 c.c., which will have to pay a tax of £14 or £15. The chassis embodies all the latest improvements.

In the car-selling trade the rumour has got abroad that the model is a £100 car. It is not. The price is likely to be about £200, but it will be a sensation.

Busman's Invention.

A Ministry of Transport secret which every user of the road would like to know is what is going to be done about the dazzle caused by car headlights. Some solution must be found, because the trouble grows more acute as the number of road users increases.

The Ministry some weeks ago asked all organisations connected with the use of motors, the Society of Motor Manufacturers and electric light accessory firms for their views. These have been considered, and it is believed that there will be issued in the next few weeks regulations restricting the capacity of headlamp lighting, with mention of lamps and devices giving a satisfactory control of dazzle.

Among these lamps, it is reported, is one invented by a London bus driver—Mr. A. E. Jackman, of Chiswick—which, after undergoing a trial of more than a year on a London bus, was approved by the Commissioner of the Metropolitan Police for use on any bus or motor-coach licensed in London.

A Romance.

The Jackman lamp is one of life's little romances. The experimental work was carried out in the man's spare time with old metal, indifferent tools, and the kitchen table as working bench.

"I was on a country route," said Mr. Jackman in explaining how he came to be an inventor, "and the glare of oncoming lamps caused me prolonged headaches. In trying to dodge the effect of the dazzle while driving I was impressed by the effect of different lamps with ground glass ray diffusers."

"In experimenting with a lamp I found that by cutting the ground glass in two, and slanting the sections, the rays were diverted up and down, and that the slit of naked light greatly improved the lighting effects. A further beneficial lighting effect was given by an aperture at the bottom of the cup holding the bulb, allowing the naked light to shine on the front wheels or buffers."

A Perfect Light.

"The lamp gave the driver a perfect light, had no dazzle, and no matter what the distance, and was a good anti-fog lamp. A driver approaching, sees but two softened lights which illuminate the wheels or bumper of the oncoming car."

"Scotland Yard officials were keen on it, and it was brought to the notice of the Ministry of Transport as a possible standard lamp for all motors. It is simple and not difficult or expensive to make. On a commercial basis I suppose it would cost 15s."

"BRAKING" THE LAW.

BRITISH REGULATIONS FOR MOTOR-CYCLES.

Every motorcyclist in Great Britain is aware of the fact that the law requires that his machine should be fitted with two independent brakes, in proper working order.

Some doubt, however, remarks *Motor Cycling*, seems to exist as to the legal interpretation of the word "independent," and not only amongst riders, but even on the part of those whose duty it is to administer the law.

There seems to be an impression that the regulations imply that machines must be provided with brakes on both wheels, and that the rider of a mount having no front brake but possessing two brakes each working on the back wheel, is infringing the law. That is not the case.

It has been held that two brakes working on the same drum through (Continued on next Column.)

SEGRAVE'S RECORD.

WHY AMERICA REFUSED RECOGNITION.

The reason why America refused to accept the late Sir Henry Segrave's world motorboat speed record of 98.7 m.p.h. with "Miss England II," has now been explained. Apparently, it was due to a misunderstanding which has since been cleared up. The Americans complained that "Miss England II's" record was made over two runs of the measured mile, while all previous attempts had been made over six.

According to *The Motor Boat*, however, "the rule governing unlimited records was modified last November at a meeting of the International Motor Yachting Union, when it was agreed that two runs (Continued on next Column.)

separate shoes, are "independent," and the fact should be borne in mind by riders of machines so equipped.

would suffice. When the question arose in America, the secretary of the Yachmen's Association, which is the governing body, was consulted. Although he recalled that the matter had been discussed, he was unable to say what decision was made, and, upon looking at the minutes of the meeting, found that there was no mention of any change such as that stated."

A cable was immediately sent to the International Motor Yachting Union in Belgium, and the statement confirming that the change had been made which was received in reply was accepted without further controversy.

INSURANCE CARDS FOR MOTORISTS.

LITTLE FEAR OF HIGHER PREMIUMS.

Insurance experts who have been discussing the new compulsory insurance clause which is part of the Road Traffic Bill have decided on the form of certificate to be issued to all insured motor drivers.

Every driver will be required to carry a certificate, which must be shown to a police constable immediately after an accident. The certificate, about postcard size, and carried in a weather-proof case, will bear the name and address of the owner, the make, colour, and horsepower of his car, and the name and form of his insurance company.

At first it was proposed that the certificate should resemble the present Road Fund disc, and should also be attached to the wind-screen, where it could be seen at once; but this idea has been dropped.

Apprehension is felt by some motorists who fear that the premium will be increased as soon as the Road Traffic Bill becomes law. This view, however, is not shared by an insurance expert who gave his views recently.

"The normal driver who is not a bad risk will be treated much as he is to-day," said the expert. "Competition between the companies—tariff and non-tariff—will be as keen as ever, and this will be the safeguard for the motorist."

"The extremely 'bad risk' driver will find it more difficult to obtain insurance, but even he will be given a fair trial before he is refused by every company."

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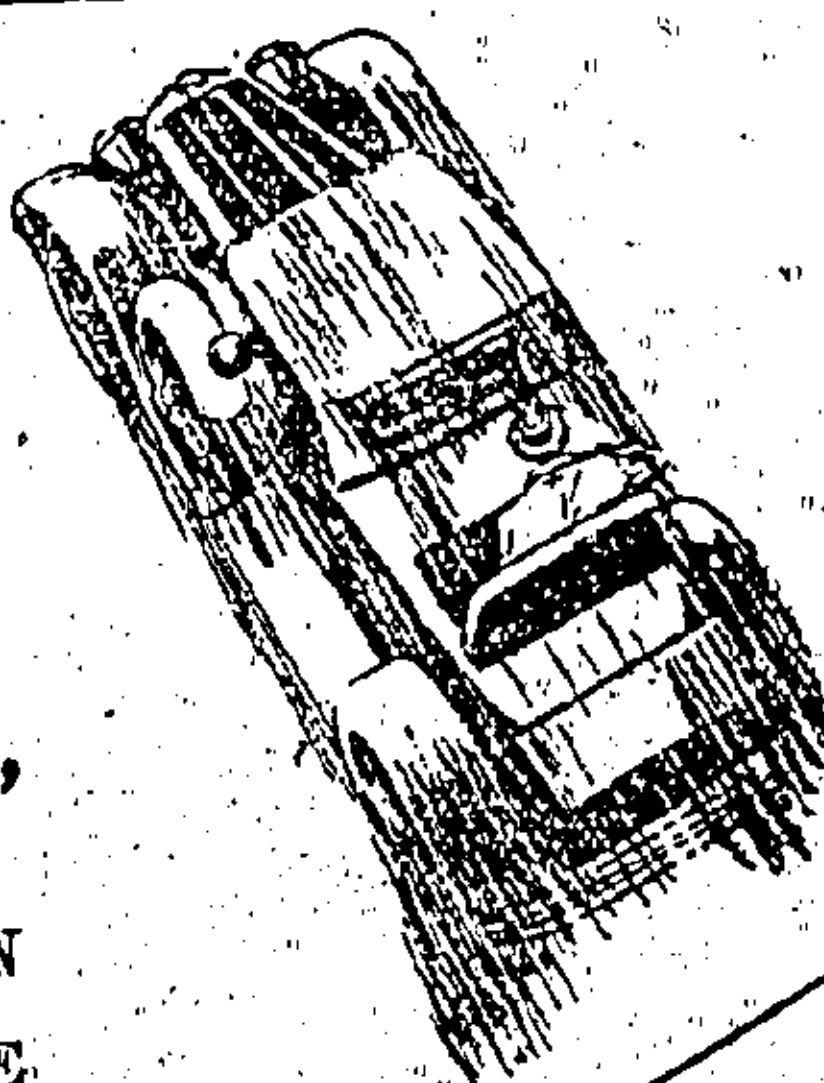
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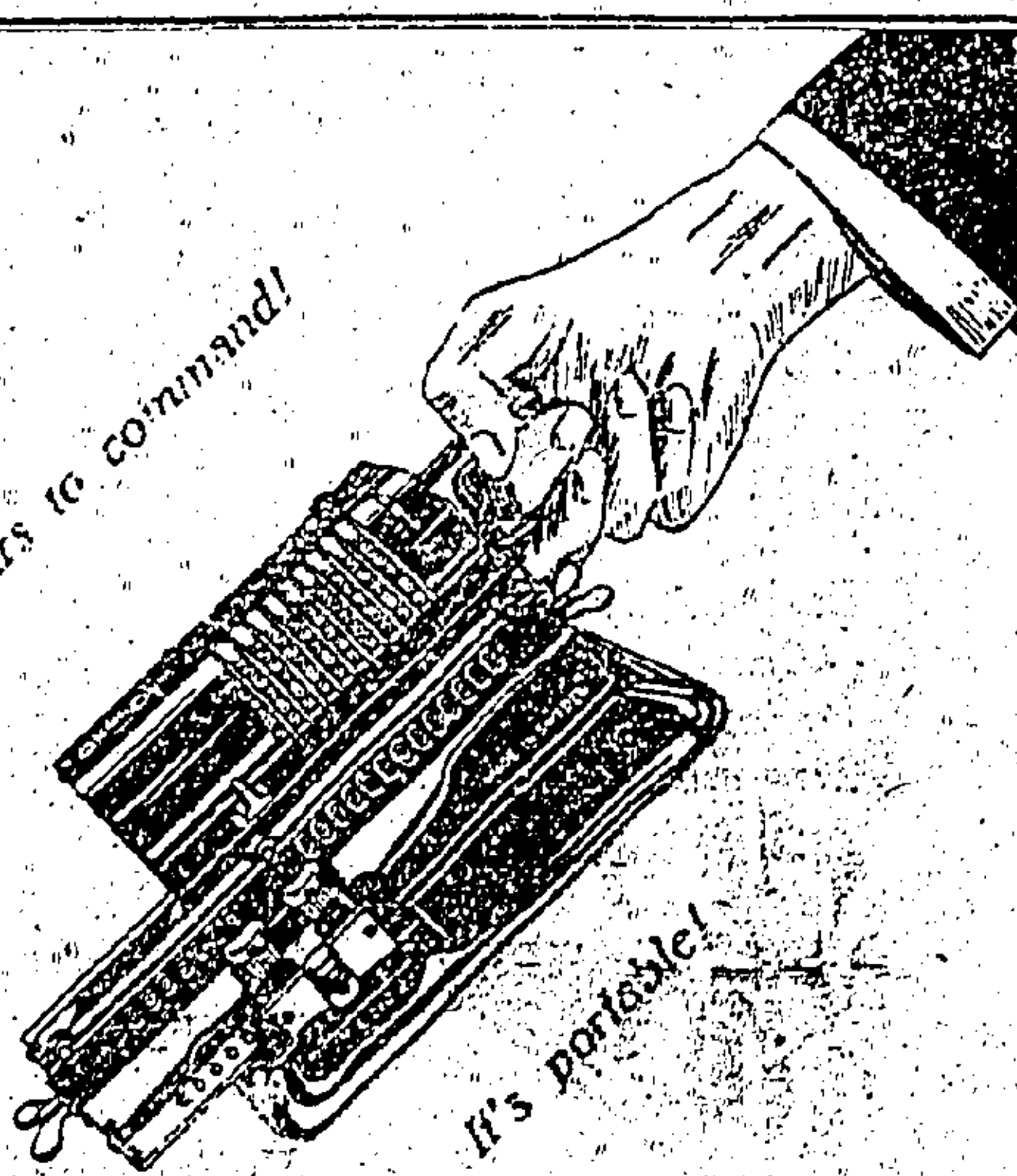
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11 to 11.30 a.m.—Commercial News.

11.30 a.m. to 12.30 p.m.—Chinese programme.

12.30 p.m.—European programme.

1.30 p.m.—Weather report.

2 p.m.—Close down.

6 p.m.—Chinese programme.

7 p.m.—European programme of

Victor records selected and

supplied by Messrs. Tang

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Pearl Fishers—Selection (Bizet).

Creators' Band.

I Married the Bootlegger's

Daughter: Frank Crumit,

Comedian.

How's Your Folks and My Folks,

The Happiness Boys.

Letter of Love (Elman) and At

Evening (Friml) Mische

Elman, Violin Soloist.

High School Cadets—March and

Under the Double Eagle—

March, Sousa's Band.

Le Cygne (Saint Saens) and

Moment Musical (Schubert).

Pablo Casals, Violoncello Solo.

Simonetta and The Little Damsel,

Lucia Bori, Soprano.

Traumerei (Schumann) and

Evening Song (Schumann),

Victor String Orchestra.

Homing and Do Not Go My

Love, Marguerite D'Alvarez,

Contralto.

Rose in the Bud (Forster) and

One Little Dream of Love (Gordon),

Renee Chemet, Violin.

Hungarian Dance No. 1

(Brahms) Spanish Dance

(Bizet), Leopold Stokowski and

Philadelphia Orchestra.

Warblings at Eve (Richards) and

Dance of the Toy Regiment),

Victor Salon Orchestra.

For You Alone and A Dream,

Enrico Caruso, Tenor.

Ah, Sweet Mystery of Life and

Gypsy Love Song, Jesse Crawford,

Organist.

8.30 p.m.—

From the Studio.

"Music and the All-Brow," the

eight of a series of talks

by Mr. C. Dudley Bartlett,

"Shapes and Sizes."

9 p.m.—Weather report, local time

and Press news.

From the Studio.

Illustrative Pianoforte Recital—

Mr. C. Dudley Bartlett.

(a) Theme and Variations (Cur-

tailed), Schubert.

(b) Country Gardens, Percy

Grainger.

(c) Passacaglia, Cyril Scott.

Recorded Programme.

Tannhauser—Pilgrim's Chorus

(Wagner), Victor Mals Chorus.

Trovatore—Anvil Chorus (Verdi),

Victor Mixed Chorus.

Rustle of Spring (Sinding) and

Narcissus (Nevin), Hans Barth,

Piano Solo.

I Love You Truly and Love

Sends a Little Gift of Roses,

Victor Novelty Orchestra.

Nocturne in E Flat Major (Chopin)

and Minuet (Paderewski),

Sergei Rachmaninoff, Piano.

Waltz Dream (Strauss) and Sari

Waltz (Kalman), International

Novelty Orchestra.

It Happened in Monterey and

The Moonlight Reminds Me of

You, Mr. and Mrs. Jesse Crawford,

Organ Duo.

Gems from "The Chocolate Sol-

dier" and Gems from "The

Merry Widow," Victor Light

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Semiramide—Overture (Rossini),

Victor Symphony Orchestra.

To a Wild Rose (Macdowell) and

Souvenir Poetique (Fibich),

Michael Guskow, Violin

Gems from "The Love Song"

and Gems from "The Student

Princess," Heidelberg, Victor

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QUOTA FOR IMPORTED MOTOR-CARS.

HOW THE SYSTEM WOULD WORK.

Six Continental countries—France, Germany, Belgium, Italy, Austria, and Czechoslovakia—recently imposed a quota on motor-car imports from the U.S.A. as an alternative to higher protective duties. British motor manufacturers have not so far been concerned in the scheme, but the possibilities of a quota are urged by Mr. W. E. Bullock, managing director of the Singer Company. In an interview he said:—

"Apart from the usual arguments against import duties whether one agrees with them or not, such duties are always uncertain in their effect. We know that they reduce imports, but we can never tell exactly how much. Without that precise knowledge we cannot plan our protection as closely as we should be able to, and half the value of protection is lost."

"With a quota system British manufacturers would meet as often as required and survey the market potentialities. They would estimate the probable demand and how many cars each manufacturer could produce in each car class. Any deficit would then be allocated as a quota to be imported from all other manufacturing countries who might wish to sell cars here."

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 19 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by the coupon appearing below, bearing the writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor, "Hong Kong Daily Press."

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Teak and Brass Bedsteads, Wardrobes with Bevelled Mirror, Dressing Tables, Chest of Drawers, Book Case, Microscope, Silk Shawls, Books, Vases, etc., etc.

ONE HERRING-HALL-MARVIN COMBINATION SAFE, 1' 1" x 1' 6" x 1' 5"

and

A QU

CENTRAL THEATRE

Paramount's Sound Pictures

TO-DAY to SATURDAY
Daily at 2.15, 5.10, 7.15 and 9.20.

See and Hear the Most Amazing
Confession over told in



Another Tense and Intriguing Drama of London Society
with Thrills, Tears and Laughs!

From Sir JAMES M. BARRIE'S Famous Stage Play
"HALF AN HOUR."

PARAMOUNT SOUND NEWS & COMEDIES.

NEXT CHANGE SUNDAY, SEPT. 4

Evelyn Brent & Jack Oakie

IN
"FAST COMPANY"

Songs-Comedy-Baseball.

COMING SOON

Bebe Daniels & John Boles

IN
"RIO RITA"

Broke "The Love Parade" Record in Shanghai
(On account of length of this picture each show will
start promptly at 2.00, 5.00, 7.20 & 9.40).

BOOKING AT ANDERSON AND THE THEATRE
(TELEPHONE 25720).

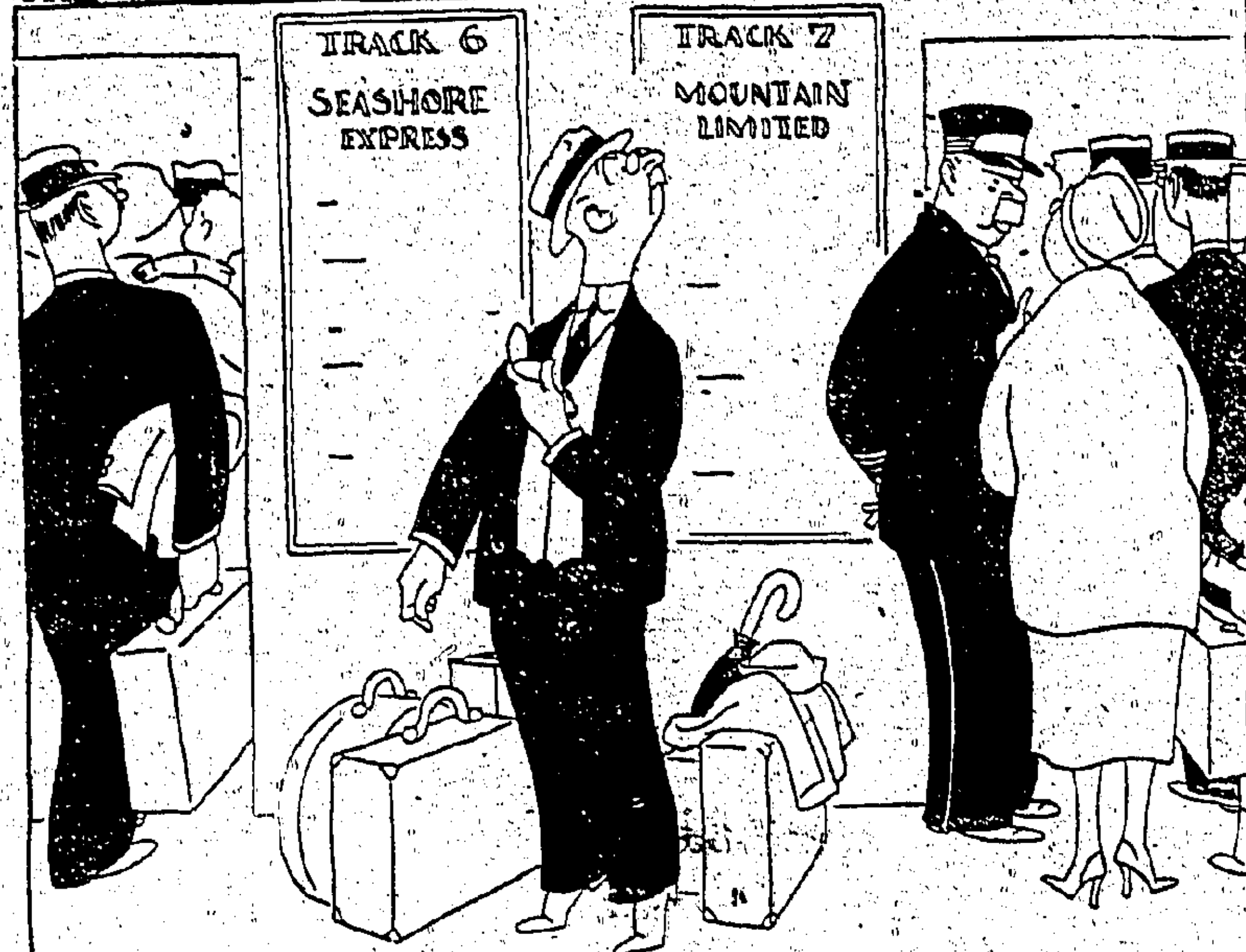
TO LET.

Promptly 67 A & B, DES VEGUX ROAD
CENTRAL, DAVID HOUSE, Premises Now Occupied
by FIAT Garage.

For particulars apply to
A. GOEKE & CO.

THE WORLD AT ITS WORST

By GLUYAS WILLIAMS



WHEN JUNIOR HAS GONE TO GET A DRINK
OF WATER, AND BERNICE HAS BEEN SENT TO
HURRY HIM UP, AND MOTHER HAS GONE TO SEE
WHY NEITHER OF THEM COMES BACK, AND JU-
NIOR, RE-APPEARING, HAS BEEN SENT AFTER MOTHER TO
TELL HER HE'S BACK, AND TRAIN TIME APPROACHES FAST

GLUYAS WILLIAMS

7-11

IN FABULOUS SPLENDOR

Radio Pictures
brings to the
screen the great
romance
Flo. Ziegfeld's

RIO RITA

with
DANIELS
JOHN BOLES
and
OTHERS



COMING TO
CENTRAL
THEATRE

"HEN WLAD FY NHADAU."

FATHER AND SON
AUTHORS.

MEMORIALS BY SIR
GOSCOMBE JOHN.

Statues of Evan James (Ieuan
ap Iago), the composer of the
words, and of James James, his son,
who wrote the music of "Hen wlad
fy Nhadau," the Welsh National

Anthem, were unveiled in Ynysang-
harad Park, Pontypridd, last
month, within 300 yards of where
they lived.

Evan James was born at Caer-
billy in 1809. He was a weaver and
started his business career by in-
stalling a loom near the Ancient
Druid at Argoed, Redwelly, where
he spent the earlier years of his
married life and where James was
born. About 1844 he moved to
Pontypridd and opened a woollen
factory on the banks of the River
Rhonda in Mill Street, where he
lived until his death in 1873. His
son died in Aberdare in 1893.

"The question is sometimes raised,"
says the handbook written for the
ceremony, "whether the words or
the music were composed first. It
is clear that the inspiration came
in the course of a walk on the
banks of the Rhonda on a Sunday
evening in January, 1856. Either
the father came home elated by his
composition of a patriotic lyric
which stirred his soul, or the son
came home humming a haunting
tune which he hoped would inspire
his father to break into song. We
know, however, that both father
and son, in obedience to some over-
powering influence struggled at
the words and the music till dawn
next morning. A glorious wedding
of poetry and music was the result.
Our national anthem was born. It
was sung publicly for the first
time at a small entertainment at
Maesteg. James James afterwards
sang it at an Eisteddfod at Ponty-
pridd. The air so impressed Owain
Alaw that, in 1860, he included it,
with his own accompaniment, in his
"Gems of Welsh Melodies" under
the title of "Glan Rhonda." It
was sung at Bangor National
Eisteddfod in 1874 and was recog-
nised as our National Anthem in
1899."

The memorials, which are in
bronze, are the work of Sir Gos-
combe John and Lord Treowen per-
formed the unveiling ceremony.
Pedrog, the Archduke of Wales,
dedicated the monuments. A num-
ber of Bards took part in the ser-
vice, including Mr. Taliesin James,
now seven years ago, a grandson of
the elder James, who played the
National Anthem on the harp.

BROWN

FOR
WELL
CUT
SUITS.

Suits made by
us are distinc-
tively tailored
from Finest
Quality Materi-
als and are of
Irreproachable
CUT, FIT and
STYLE and of
Unequalled
Value.



Shirts and Pyjamas
made to Gentlemen's
Requirements at
Reasonable Prices.

2nd Floor
7, Duddell St.,
opposite Gospel
Tels. 23058.



Golf
Widows

with
Vera Reynolds
Harrison Ford
John Patrick

TO-DAY & TO-MORROW

At 2.30, 5.30, 7.20 & 9.20 p.m.

If you like to laugh don't
miss this clever comedy of
the links and the
women that golfers leave
behind.

AT
THE MAJESTIC

Nathan Road, Kowloon.

THE SILVER SCREEN.

"THE DOCTOR'S SECRET."

Sir James M. Barrie's famous play
"Half an Hour" has been trans-
planted to the screen under the
title, "The Doctor's Secret," and
will be presented at the Central
Theatre to-day.

A notable cast was assembled for
the production, which has elicited
the highest praise from film critics,
who have pre-viewed the picture.
Ruth Chatterton, H. B. Warner,
Robert Edeson and John Loder are
the principal characters in the pic-
ture with Wilfred Noy, Ethel Wales,
Nanci Price and Frank Finch-Smiths
giving them admirable support.

William C. de Mille, long one of
the outstanding directors in the
motion picture industry, not only
adapted to the screen the Barrie
success, but directed the production
as well.

Paramount recently startled the
motion picture world with its re-
lease of the all-talking "Interfer-
ence," which was heralded as being
the most perfectly made talking
picture yet produced. The same
elements that created the sensation
in the case of "Interference," were
used in producing "The Doctor's
Secret," which assures film fans of
witnessing a perfect technical and
dramatic performance.

"The Doctor's Secret" is a tense
drama of London society. In sharp
dramatic contrasts, it shows the
audience the heights of happiness
and depths of despair that can come
to one woman's life in half an
hour. It shows how a wealthy
woman's unhappy life drives her to
a decision, gives her a few minutes
of blissful happiness, banishes it
with starkest tragedy and then, how
she meets her fate, hides her pain
and carries on.

A Tunesful Extravaganza.

Good entertainment is the order
of the day at the Queen's Theatre,
where the newest Fox Movietone
musical extravaganza, "Let's Go
Places," is being shown.

Amusing in its swift-moving story
and containing many glittering
scenes of Hollywood people at work
and at play, the production is of a
different type from anything that
has appeared on the vocal screen,
and is as diverting as it is funny
and tuneful. Joseph Wagstaff and
Lola Lane share the leading honours
with Frank Richardson, Dixie Lee,
Charles Judels, Walter Catlett,
Sharon Lynn and Ilka Chase, all
of whom render outstanding perfor-
mances. Both the song numbers
and the ballet sequences are dis-
tinctive and delightful, while Frank
Strayer's direction and William K.
Wells' story and dialogue also con-
tribute to the film's effectiveness.

"Caught Short."

The customary quiet of a big hotel
was broken by the raucous cries of
newspapers crying extras.

A man leaped out of a barbershop
half shaved. A chauffeur deserted
his car in the middle of a traffic
inter-section. A woman tore from
a hair-dresser's shop, her coiffure
done up in the funny pins that bring
permanent waves.

And that was the manner in
which Chuck Reisner expressed in
"Caught Short," his version of
what happened on that fateful
"October 23," when the bottom fell
out of the stock market.

"Caught Short" the attraction
at the Queen's from Friday, is a
Maris Dreseper-Polly Moran talking
comedy, based on the famous
security debacle. Other players in-
clude Anita Page, Charles Morton,
T. Roy Barnes, Herbert Prior and
Nanci Price.

PASSENGERS

Arrivals.

The following passengers arrived
by s.s. President Pierce: Miss
Kathleen M. Anderson, Mr. G. W.
Brophy, Mrs. Chaunce Wing, Mr.
H. R. Campbell, Mr. W. J. Car-
roll, Miss Paullette Ceyrolle,
Miss Alice Chen, Mr. M. A. Cohen,
Mr. Chow Ching Kee, Mrs. Dai
Sheet Nam, Mr. and Mrs. A. C.
Emmett, Mr. K. C. Fairchild, Mr.
A. H. Feawick, Mr. and Mrs. G.
Florida, Mrs. Enly Greenfield, Miss
Mabel B. Hall, Miss Hung Chi
Fung, Mr. and Mrs. R. Joisson,
Mr. R. A. Kreulen, Mr. Lam Chi
Kan, Master Leong Wing, Mr.
Leung Kam Cheung, Mr. and Mrs.
A. D. Leigh, Mrs. Lim See, Mr. Lin
Chuck Sang, Mr. Liu Yim Fun,
Mr. Cuk Hoi Man, Mr. I. E. Mit-
chell, Miss Helen Morley, Miss L.
Murray, Mr. E. B. Olney, Mr. Po
Cheung Leung, Mr. V. Rupchand,
Mr. E. S. Savage, Miss Katharine
V. Shekury, Miss Doris S. Smith,
Mr. and Mrs. N. Spalinger, Rev.
and Mrs. D. H. Thomas, Miss Jean
Thomas, Master David Thomas,
Master Daniel Thomas, Master
Robert Thomas, Master Richard
Thomas, Mrs. Kina Tui, Mr. and
Mrs. Yung Lai Woo, Mr. and Mrs.
F. S. Weida, Mr. Yan Pak Law.

(Continued on next Column.)

Departures.

The following passengers left
yesterday by s.s. Pres. Madison:—
Mr. William Burke (Jr.), Mr. Jean
Encarnacion, Mr. E. Hamowy, Mr.
S. A. Presby, Mr. Clyde Van De
Veere, Mr. Ichi Asari, Miss
Dorothy Doernbecher, Mr. Carl R.
Ginden, Mr. H. F. McMahon, Mr.
James Archibald, Mr. Vincente
Fragante, Mr. H. E. Johnson, Mr.
and Mrs. P. A. Lax, Miss L. R.
Nafaly, Mrs. Goldie Schwartz,
Miss Ann B. Schwartz, Mr. A. D.
Williams, Mr. Carl Hess, Sister
Mary A. Mulken, Miss Winifred
A. Cauch, Madame P. Rosenberg,
Mr. E. J. Reed, Mrs. H. Y. Tui,
Mr. T. D. Lee, Mr. P. M. Bennett,
Mr. P. C. Long, Mr. Wong Bing
Shing, Mrs. E. J. Thomas, Mr. G.
Leu Kim Sing, Mr. G. E. Wells,
Mr. L. Plant, Mr. Armand Del-
court, Mr. E. T. Jennings, Mr. H.
Shantz, Mr. R. E. Phillips, Mr.
Ho Fong, Mr. Verne Donnelly, Mrs.
Chenay Bhee, Miss Wong Kee Hing,
Miss Daisy Yee, Mr. and Mrs.
Wong Tek Yu, Mr. and Mrs. O.
Dutcher, Mr. Kwan Yin, Miss A.
M. Hallam, Mr. C. Cammeter, Miss
S. C. Devenil.

QUEEN'S

TO-DAY & TO-MORROW

At 2.30, 5.10, 7.15 & 9.20.



He learned about love
in Hollywood, where
Movietone's brilliant
singers and dancers
play

with
Joseph Wagstaff
Lola Lane
Sharon Lynn
Frank Richardson
Presented by
William Fox

LET'S
GO
PLACES

THE DOCTOR'S SECRET

THE DOCTOR'S SECRET

THE DOCTOR'S SECRET

THE DOCTOR'S SECRET

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CLASSIFIED ADVERTISEMENTS.

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ATTRACTIVE Three Roomed
FLAT in HUMPHREYS
BUILDINGS, KOWLOON. All Modern
Conveniences. Also SHOP in NATHAN
ROAD. Excellent Business Locality.
Apply HUMPHREYS ESTATE &
FINANCE Co., LTD., ALEXANDRA
BUILDINGS. [900]

TWO LET—One Furnished FLAT at
18, MADONNELL ROAD. Apply to
XAVIER BROS., LTD., Tel. 704.
2318 or 22722.

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TO LET, on Lease, SHOP in the
Most Central Position of Hong
Kong, Facing on Two Main Roads.
Early Occupation could be arranged.
Rent: Reasonable.—Apply Box No.
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TO LET—GODOWN at DUNDAS
STREET, Mongkok.—Water
Frontage and use of pier. Area, 90 ft.
x 24 ft.—Apply Box 9301, c/o Hong Kong
Daily Press. [9301]

APARTMENTS TO LET

TO LET—THREE ROOMS in 20,
Los House Street, with All
Modern Conveniences. Rent: Very
Moderate.—Apply to H. BUTTONEE
& SON, 15, QUEEN'S ROAD CENTRAL.
[9222]

FOR SALE.

BLUE SPOT LOUD SPEAKER
Tubes (4 Valves), 2 Cosmos Valves and 1
Ceram Valve. Price—\$30 or nearest
offer. Box No. 9729, c/o Hong Kong
Daily Press. [9729]

HOUSE in Kowloon—TONG TYPE
6A with 7,300 square feet
Ground on Main Road.—Apply Box
No. 9801, c/o Hong Kong Daily Press.
[9801]

ONE Complete set STANLEY
FLAME Consisting of 55 Cutters.
For Price and Particulars please apply
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Press. [9802]

PEAK—Small HOUSE FOR SALE,
Furnished or Unfurnished.—
Apply Box No. 708, Hong Kong Daily
Press. [9890]

4—SEATER Armstrong Siddeley
MOTORCAR for sale. In ex-
cellent condition. For further particu-
lars apply HONG KONG TEAM-
WAYS, LIMITED. [9811]

POSITION VACANT.

WANTED NURSERY GOVER-
NESS, English or French, for
One Girl Child aged Five. Must be
Qualified to teach Primary Lessons.
First Class References Absolutely
Essential. Position Open OCTOBER or
NOVEMBER. Apply Box No. 9782, c/o
Hong Kong Daily Press. [9782]

TUITION WANTED.

WANTED PRIVATE ENGLISH
TEACHER, European or
American, for One Chinese Boy, who
has Four Years English Standard.
Teaching Two Hours a Day.—Apply
stating Experience and Salary required
to Box 706, c/o Hong Kong Daily Press.
[706]

MISCELLANEOUS.

LADIES' STRAW AND FELT HAT
MANUFACTURERS. From 2/6
Upwards. Shipping Specialists, wish to
supply Local Consumers. No Catalogue.
13 Sample Hats: 24 C.O.D.—
MARY PAUL, Ltd., 5, Old Bedford
Road, LUTON, ENGLAND. [9825]

SAVE Sore and Guaranteed Cure
for Leprosy, Lenciderma, Patches,
Marks, Eruptions, etc. in Four Weeks.
Rs. 7/6—Per Week. Full Particulars of
Treatment Free under Cover. Apply
to: Post Box No. 11413, CALCUTTA
(India). [9749]

Tune in on this

Unless your mind happens to be fitted with a wave trap to stop new ideas, a "good seed" is about to fall on "good ground."

You know a number of successful men. Consider their clothes. Think of the tailor's part in the success of these men. Nine out of ten are tremendously particular—and the tenth man would have gone further in your estimation if he'd dress the part.

The World cannot be expected to accept you at a higher valuation than you place upon yourself. Therefore put on the look of success.

Patronise a first-class tailor.

Mackintosh's

"GREATER than RUST"

Wilkinson's

ANTICORROSIVE

Ready Mixed Paints

for Every Description of Iron and Steel Work

Large Stocks kept
of Two Shades each

RED AND GREY

Specify

Wilkinson, Heywood & Clark's
PAINTS

Agents:

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FIRST SHIPMENTS

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ETC., ETC.

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

EASTERN NEWS IN BRIEF

PARS FROM EVERYWHERE.

The Chinese Press says that, "owing to Nanking's success on the Tientsin-Pukow Railway, the Chihli Provincial Government will be removed to Paoingfu shortly."

Last week, 14 "Red" Russians, each of whom carried a bomb, attempted to blow up the Sungari Iron Bridge in Harbin, but they were all arrested by Chinese police of that city.

Three missionaries had a narrow escape from drowning on August 27 at Peitaiho. They were caught in the undertow near the American Beach, but were rescued. One was unconscious when brought ashore, but she later recovered.

A complaint is made by the Peking and Tientsin Times that for the past five months no subscriber to the paper at Tientsin has received copies sent through the post. They were seized by the local Tangu without any reason being given for the action, and in defiance of the local government.

It is generally believed at Nanking that General Chang Hsueh Liang will dispatch the Mukden forces as far as Tientsin shortly and will play a big part in effecting armed intervention in the present war situation between Nanking and Peiping sending a circular telegram advocating peace to various military leaders in both camps.

A banquet in honour of the plenipotentiary delegate of the Dalai Lama of Tibet was given by the Mongolian and Tibetan Affairs Committee at Nanking last week. Members of the State Council and the various Yuan were present. During the dinner, the Tibetan representative spoke on the purpose of his mission and the existing conditions in Tibet.

The Eastern Times says that a Japanese archeologist who carried out scientific investigations in Manchuria in the 38th year of the reign of the Japan Emperor Meiji dug out a stone house in Haicheng and discovered many ancient Chinese along the Mutang River regions three years ago, has arrived in Dairen from Japan and will continue his scientific expedition in Manchuria early next month.

R.101 NEARLY READY.

TO FLY TO CANADA IN FEW WEEKS.

Final preparations are being hurried forward on the dirigible R.101, which is one-third longer than R.100 and should reduce the time of passage between Great Britain and Canada to thirty-six hours.

The airship has been modified since the original plans were prepared and the increase in the gas-chambers will make her the largest dirigible in the world. The coming round trip should take place within the next three weeks.

GIGANTIC SCHEME FOR ST. LAWRENCE.

BRITAIN TO CO-OPERATE.

[UNITED PRESS.]

Washington, Sept. 3.—Mr. R. C. Hawkins, a London attorney, today submitted to Mr. Andrew Mellon, Secretary of the Treasury, a proposed plan for construction of a \$1,000,000,000 St. Lawrence waterway under which scheme Great Britain would advance half the cost of the project.

The Administration is known to be intensely interested in co-operating with Canada on this waterway, which is expected to prove a great trade stimulus, and the discussion of the scheme is one of the first duties slated for the new American Minister to Canada, who has just arrived at Ottawa.

HEARST'S EXPULSION FROM FRANCE.

WEALTH NO PROTECTION.

With regard to the expulsion of Mr. Hearst from France, which is in close connection with official circles recall that he was accused of having published a confidential diplomatic document which was stolen from the Ministry of Foreign Affairs. Since then Mr. Hearst has conducted in his journals a fierce campaign against France and her interest, a violence which has increased recently notably with regard to the Naval Pact.

Mr. Hearst's case is very simple even though he is an overwhelming, rich politician. He should be guided by the principles which have been underlying it hitherto and for years past.

LAWYERS MEET IN CONFERENCE.

INTERNATIONAL
QUESTIONS.

[UNITED PRESS.]

New York, Sept. 1.—One hundred and fifty international lawyers, representing 20 countries, will be here from September 2 to 9 to attend the first conference of the International Law Association held in America since the war.

Plans for the meeting call for study of a number of subjects in international law such as neutral rights in war time, legislative control over international cartels, the growth of which have been stimulated by the rise of tariff barriers; the effect of war on contracts; legalization of documents; air law and the radio. One formal report will be read on each subject, followed by free discussion.

The question of neutral rights in wartime is so important that "the further progress of disarmament depends in large measure upon some substantial agreement between nations on this subject," said Mr. Arthur E. Kuhn, chairman of the conference committee, in announcing the programme.

Rights of Neutrals.

"At the last conference of the international Law Association, held at Warsaw in 1928 a small committee was appointed with Judge Thornevald Boye of the Supreme Court of Norway at its head to draft a convention on the rights and duties of belligerents with regard to neutral property at sea. The draft is to be presented at this meeting along with a proposed treaty on neutrality in land warfare.

"There is at present no international treaty generally recognized on neutrality in maritime warfare other than the Declaration of Paris of 1856. The London Declaration of 1929 was never ratified. The draft treaty now proposed embodies some of the provisions of the London Naval Treaty. But it goes far beyond that treaty into the more detailed provision on contraband, blockade, prize and other questions.

"A subject which is of great interest to international commerce even in time of peace is the effect of war on contracts. Unless there be some certainty as to the classes of contracts dissolved by war; and the extent to which persons in neutral countries are likely to have their contracts suspended or made void, there will be a consequent dislocation of international commerce even in peace times.

"This conference will consider how far measures of coercion short of war contemplated by such instruments as the Kellogg Pact and the League Covenant will affect contracts with persons with the particular country against which such measures are taken."

The sessions will be opened by Mr. John W. Davis on the morning of September 2.

GERMAN CAMPAIGN SPEECHES.

CABINET AND UTTERANCES
OF MINISTERS.

Berlin, Sept. 3.—The Cabinet today implicitly disassociated itself from all election speeches made by Ministers who, in the heat of battle, had given a somewhat forceful turn to passages dealing with foreign political issues.

This repudiation is contained in an official communiqué on Tuesday's Cabinet meeting which, after stating that the Cabinet agreed with Foreign Minister Curtius' outline of the attitude he will take at the forthcoming meetings at Geneva of the League of Nations Council and Assembly as well as at the Pan-European Federation conference, declare that Chancellor Brüning in conclusion recorded the unanimous approval by all members of the Cabinet of his recent speech emphasizing that under the constitution of the Reich only he himself and the Foreign Minister were responsible for the country's foreign policy which, in order to ensure both success and continuity must be guided by the principles which have been underlying it hitherto and for years past.

CANTON CAFE STRIKE.

DRASTIC MEASURES BY
GOVERNMENT.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Sept. 8.

A big sensation was created in Canton when the Government tax farmers, armed with revolvers, unexpectedly broke up the meeting of the restaurant café proprietors on strike at the Wing Chun Café yesterday and arrested Mr. Chen Fook Chau, manager of the Nam Yuan Café; Mr. Lam Ki, manager of the Man Yuan Café; and Mr. Ip Shau Pan, manager of the Mo Shang Restaurant, all alleged leaders of the strike.

These big merchants were charged with inciting the strike and going against the orders of the Government. They were brought before Mr. Fan Ki Mo, Commissioner of Finance, for trial.

The Commissioner said that they were suspected of being the ring-leaders of the strike, and ordered them to be detained in the Department of Finance, pending further trial.

This summary arrest of the three leading merchants in Canton by the Commissioner of Finance roused apprehension among the other restaurant and café proprietors on strike. They all felt they would not be safe until their leaders were set free, and they therefore assembled together and marched to the Provincial Government to appeal to General Chen Ming Shu on behalf of the arrested men.

The General was too busy at the time, and he sent his secretary to receive the petitioners, who numbered more than 200. These merchants recounted their grievances to the secretary, urging him to prevail upon General Chen Ming Shu to secure the release of the three arrested men and repeal the law, which, they said, would, if enforced, ruin their business. The secretary then communicated the matter to General Chen, who said that he would bring it up at the meeting of the Provincial Council and see what could be done. After this the merchant strikers left the Government House.

THEFT OF TELEPHONE WIRE.

SYSTEM DISMANTLED.

The loss of 1,600 yards of copper wire (value \$256) has been reported to the police by the Hong Kong Electric Company.

It is stated that the wire was part of the company's private telephone system which was dismantled by some person yesterday between Victoria Gap and Pokfulam Police Station.

FOREIGN POPULATION OF SWATOW.

According to the latest census, the foreign population of Swatow is 263. The following list indicates the numbers of the various nationalities:—

	Males.	Females.	Total.
British	38	12	50
Americans	15	13	28
Japanese	83	61	144
German	8	2	10
French	5	0	5
Russians	3	0	3
Other nationalities	...	...	23

PLOT AGAINST SOVIET REGIME.

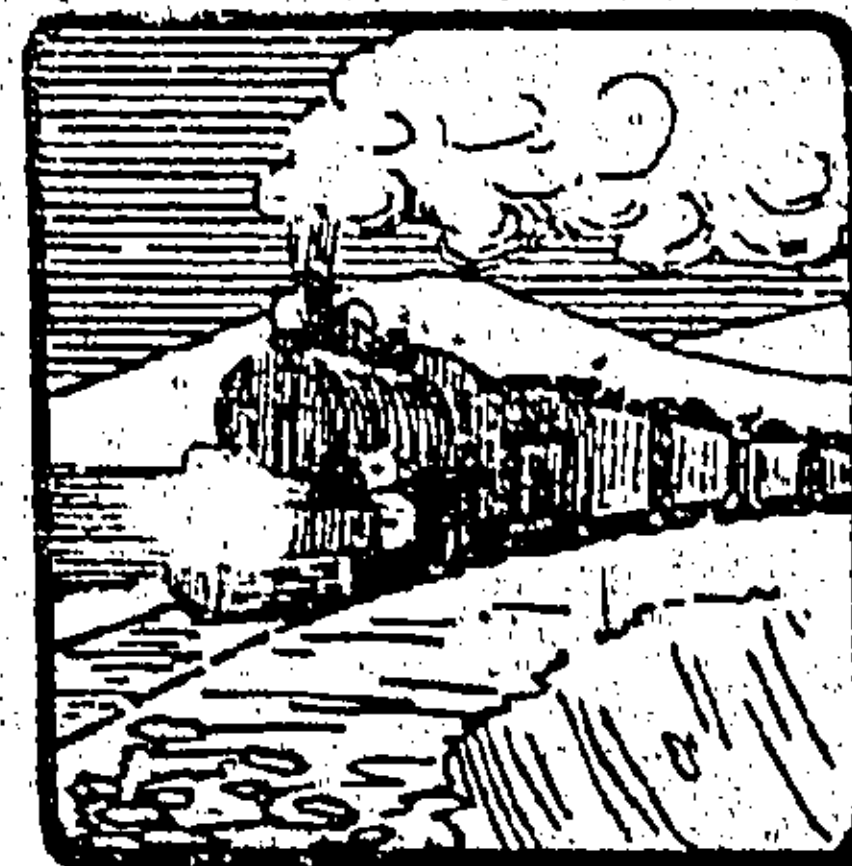
PROMINENT MEMBERS
ARRESTED.

Moscow, Sept. 3.—An elaborate plot to overthrow the Soviet regime has been unearthed by G.P.U. the secret police; according to an official statement naming nine prominent men who, together with scores of followers, have been arrested on charges of high treason. It is further stated that the arrested persons have already confessed to having organized counter-revolutionary associations and to having maintained connections with White Russian émigré circles abroad. The investigations into the ramifications of the plot continue.

KAIPING COAL

FOR ALL PURPOSES

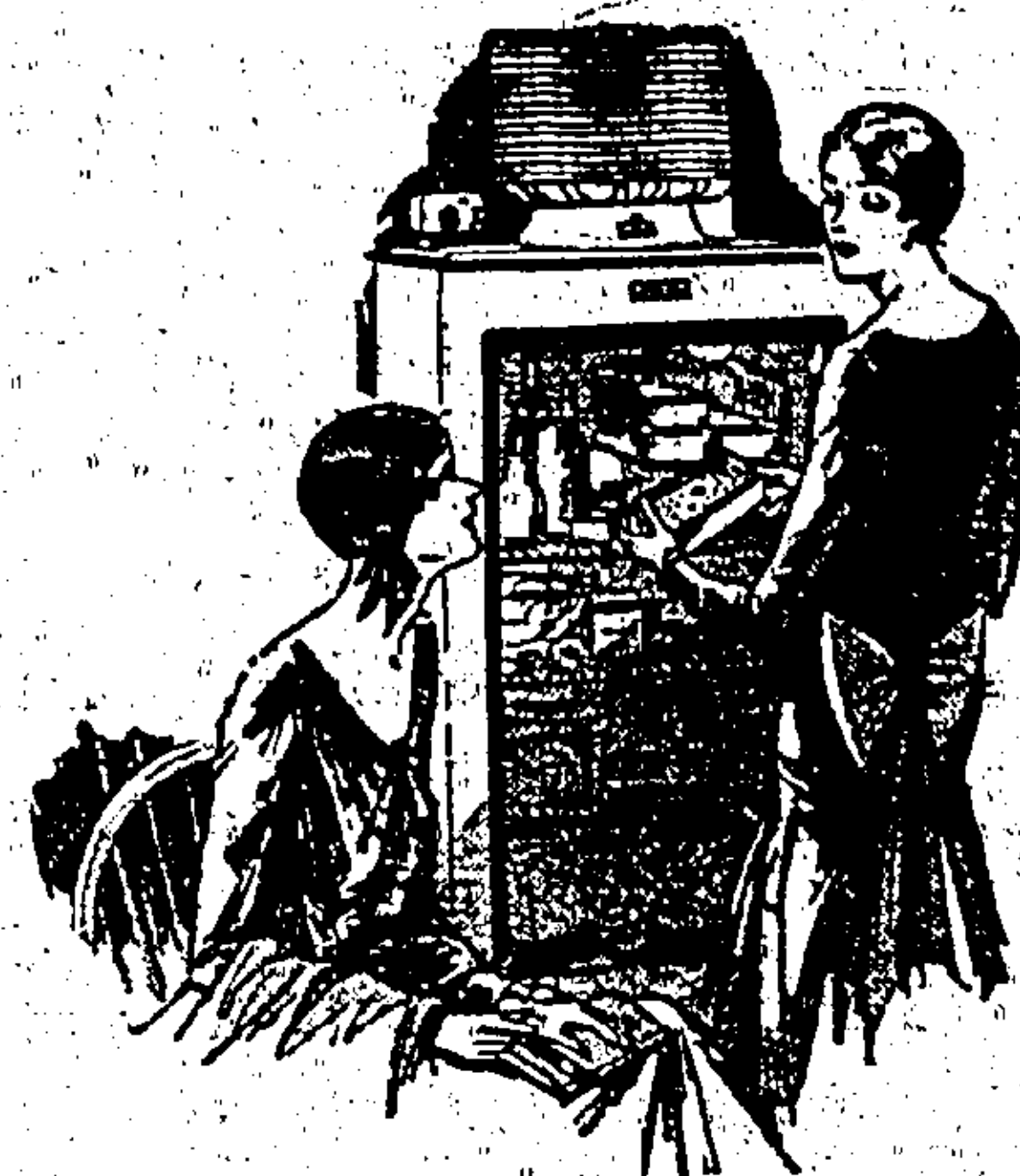
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FACTORY
AND
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HOUSE,
TUGS &
LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENSIN.

DODWELL & CO., LTD., Agents, Hong Kong.



OWN the refrigerator with the
MONITOR TOP and save money

SAVE! Buy the refrigerator with the Monitor Top—with its entire mechanism protected from air, dirt and moisture with sealed barriers of steel. The protected mechanism of the Monitor Top is so dependable, so efficient, that it operates at a cost of a few cents a day!

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"How is a dragon a thing
to be kept in a pond?"

A dragon could not be kept hidden in a pond—he would rise and roar and his might and majesty would be visible to all. It is the same with HORLICK'S MALTED MILK; this delicious food and drink in one is known to all for the vigour and strength it gives.

An excellent infants' food—an easily digested and nourishing invalid diet—Horlick's Malted Milk rises above all others by reason of its superior merit.



Representative—Mr. H. M. HODGES, P.O. Box 1371, Shanghai.



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PARIS.

"MARY GARDEN"
Perfumes
that sell themselves

because the packing is attractive, the contents fascinating and the price amazing. Careful selection with or without alcohol from stock goods to satisfy the smart set.

AGENTS:

VICENTE ATIENZA & CO.

No. 54, NATHAN ROAD, KOWLOON.

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YING WA GIRLS' SCHOOL.

MR. HORNEILL OPENS NEW BUILDING.

FINE RECORD DURING 84 YEARS.

Friends and students of the Ying Wa Girls' School (London Missionary Society) were present in large numbers on the occasion of the opening ceremony of the new school building by Mr. J. W. Hornell, C.I.E., M.A. (Vice-Chancellor of the University of Hong Kong). On arrival, Mr. Hornell was given a key with which he proceeded to unlock the door of the school. Guests and students then assembled in the school hall, where a number of speeches were made.

Miss Davies, a former principal of the school, who had given almost 42 years service to the institution, presented a key to Mr. Hornell as a memento of the occasion. The gathering was afterwards entertained to tea served in the old school building, and friends and parents of the students took the opportunity of inspecting the new building.

Constructed at an expense of \$120,000, the school structure is one of the most modern buildings of its kind in the Colony, and those who had the opportunity of visiting the school yesterday were much impressed with the building.

Founded 84 Years Ago.

Miss Hutchinson, the Principal of the School, in the course of her speech, mentioned that the Ying Wa Girls' School first came into being about 84 years ago. It was in the year 1846 that, in connection with the famous Anglo-Chinese College, founded by Dr. Morrison in Malacca and afterwards removed by Dr. Legge to Hong Kong, a school for girls was started by Mrs. Legge. The school started with only seven pupils, and the roll gradually increased until it now contains several hundred names. This year, mentioned Miss Hutchinson, the school was preparing students for the senior and matriculation examinations.

With the increasing demands made on the school, it was obvious that new and larger premises were essential to meet the new circumstances which had arisen. The site for a new building was given by the London Missionary Society. For some years the plans were under discussion, and in 1924 a committee was formed consisting of business men who undertook to collect funds. Before arrangements had been completed the strike of 1925 came along and the committee ceased to function.

Fresh efforts were made sometime later and those who were connected with the scheme for the construction of a new building were able to see their hopes realised. The financial campaign to collect funds was started in August, 1927, and supporters of the scheme, teachers, old and existing students, all helped to collect the amount required. The entire building scheme including the preparation of the site and playground, and furnishing had been carried through at a cost of \$120,000.

A Great Record.

Continuing, Miss Hutchinson said: "To-day there are on our roll some 300 scholars ranging from the kindergarten to the matriculation class, while of those who have already passed through the school at least 15 are nurses, besides several who are in training at present; 10 are qualified doctors; 2 are Y.W.C.A. secretaries; and at least 50 have become teachers."

Miss Hutchinson closed her speech by thanking those who had rendered help to the school and she also voiced the school's gratitude to Miss Davies, who had mothered the school-family that came from Wanchai 30 years ago.

Mr. Hornell also addressed the gathering and said in part: "Eighty-four years ago Mrs. Legge started this school with seven pupils and great faith. Mrs. Legge's vision reached far beyond the limitations of her own life and one likes to think of her now smiling as she watches the procession which passes daily along the Caine and Bonham Roads—I refer, to course, to the procession of hundreds of Chinese girls going to school in the morning and returning therefrom in the afternoon—each looking amazingly neat and businesslike in her school uniform and refreshingly cool even on the hottest day. To me, who came here six years ago from India, the sight is still one of never failing surprise and delight. The Chinese in Hong Kong have now decided, with their characteristic realism, that the education of their daughters is not only a domestic benefit but also a social, political and even a national necessity."

(Continued on next Column.)

BUYING A "SMALL BRIDE."

HARBOURING CASE IN KOWLOON.

Six Chinese, four men and two women, were brought before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday on charges of (1) harbouring or detaining two girls Kwan Leung Hing (14) and Chan Au (16) without the consent of their mistresses, and (2) taking part in the transaction of the sale of Kwan Leung Hing to the third defendant. The second, fourth, fifth and sixth defendants were also charged with receiving a girl named Chan Au without the consent of her mistress.

Mr. J. Murphy, of the S.C.A., prosecuted, and Mr. F. X. d'Almada, Jr., appeared for the third defendant.

At the outset of the hearing, Mr. Murphy told his Worship that he wished to withdraw the charges against the sixth defendant in order to use him as a witness for the Crown.

The facts of the case, as outlined by Mr. Murphy, were that the first and second defendants brought the two girls from Kau Kong, a village in Chinese territory. They took them to the fourth defendant's house at No. 1032, Canton Road, where the younger girl was sold to the third defendant as a *Sam Pe Tze* (little bride) for \$140.

Found On S.S. Antung.

On August 11 at about 10 a.m., Detective Humphreys went on board the Antung with the intention of searching the passengers and there found the younger girl (Kwan Leung Hing) sitting between the first and third defendants. He questioned them and not being satisfied with their answers brought them ashore and informed the S.C.A.

"Acting on information received from the third defendant," continued Mr. Murphy, "I went to No. 1032, Canton Road, and there I found the second, third and fourth defendants with the other girl."

It appeared that the two girls were *mui-tai* in the Kau Kong village and became acquainted with the first and second defendants there.

The sixth defendant, Wong Fun, then gave evidence, and stated that on August 7 while he was walking in Canton Road, he met the fourth defendant who informed him that he had a girl for sale.

The following day, witness went to third defendant's house at West Point and told him about it. He did this because the third defendant had told him some time ago that he wished to get a bride for his elder brother. After some discussion they arranged to meet at the fourth defendant's house where eventually the transaction took place.

The case was then adjourned.

This domestic revolution, for it is no less, has been effected by those devoted women who in institutions like this have given themselves in service to others. I am here to open formally a new school building. I do this with great pleasure and in so doing I congratulate those who have worked for this school and also the London Missionary Society.

"Princely Salaries."

After dwelling on the intimate and delightful connection that has existed between the University of Hong Kong and the London Missionary Society, Mr. Hornell continued: "However, I am glad to be here this afternoon glad not only because I am thus afforded a chance of expressing my admiration for what has been done here and my appreciation of all the effort and self-denial—all the labour and devotion which this new building embodies—but also because it gives me an opportunity of publicly declaring as Vice-Chancellor—that indeed should be obvious—that the success of the University is inseparable from the efficiency of the schools in Hong Kong. I mean all the schools—not merely the Government schools with their princely salary rolls and their alluring pension prospects. If the general level of teaching in the school system as a whole is depressed by poverty or any other cause, the whole educational standard of the Colony must thereby be lowered and the efficiency of the University be impaired accordingly."

"It is my wish, as it is the wish of everyone here, that there should go forth from this new school building into the world a constant stream of educated Chinese women—the true children of the devoted labours of such women as your foundress and Miss Davies who gave up their lives, not merely or indeed mainly for the women of China, but chiefly for the great glory of God."

FATAL MOTOR ACCIDENT.

CONFLICT OF EVIDENCE AT CORONER'S INQUEST.

An inquest was held yesterday by Mr. R. E. Lindsell and a jury of three into an accident which occurred on September 1 in Des Vaux Road near the Beacon.

Evidence was given by an Indian constable to the effect that the road was clear of traffic and pedestrians at the time of the accident. The car involved was proceeding along Des Vaux Road at the time and was travelling at about 20 miles an hour. When it had passed the beacon a small boy appeared on the road from the verandah at Jardine's corner. The car apparently could not pull up and the boy was knocked over, coming in contact with the left front portion of the car. The constable actually saw the left rear wheel going over the boy.

The chauffeur stated that he was travelling at about 14 or 15 miles an hour. He claimed that he had passed the white lines at Jardine's corner when the small boy appeared. He only noticed the youth when the latter was about a foot away. He applied both hand and foot brakes but there was no chance of pulling up the car in time to avoid the accident. The driver maintained that he pulled the car up in a couple of feet more than the car's length.

The injured youth died on the way to hospital. Both his lungs, his liver and his spleen were ruptured while the right upper arm and fifth rib were fractured. The injuries were consistent with the fact that he had been knocked down and run over by a car.

At the outset of the inquiry the Coroner mentioned that there was a conflict of statements, as it was claimed by two woman relatives of the deceased boy that the boy was actually holding to the clothing of one of his relatives when he was knocked down. Both the policeman and the chauffeur who gave evidence were emphatically unanimous that the boy was alone when he was knocked down.

Before the chauffeur gave evidence, Mr. Lindsell warned him in these words:—"You understand you are not bound to give evidence in this inquiry but if you do the whole of your evidence will be taken down and if circumstances so warrant it may be used later either for or against you."

After one of the woman relatives of the deceased had given evidence, the inquiry was adjourned.

PORTUGUESE CHARGED.

PLEADS GUILTY TO EMBEZZLEMENT.

Before Mr. H. R. Butters at the Central Magistracy yesterday, Ricardo Roza, a Portuguese, described as a foreman printer, was charged with the embezzlement of \$487.80 belonging to his employers, the Shamene Printing Press.

Defendant pleaded not guilty.

Mr. F. X. d'Almada, Jr., who appeared for the complainants, in applying for a remand, stated that Roza had collected money from certain advertisers and because he was entitled to some commission, he thought he could pocket the money.

His Worship then remanded the case till next Saturday, bail being granted at \$500.

Changed His Plea.

Later Roza returned to Court and had his plea of not guilty substituted by an admission of the offence.

His Worship: You want to alter your plea?

Defendant: I didn't understand the word "guilty."

His Worship: You are now pleading guilty.

Defendant: I plead guilty, Sir.

His Worship: The complainant, Mr. Lammert, is not here so I will have to remand the case until he comes down from Canton. You expect him down on Saturday, Mr. d'Almada?

Mr. d'Almada: Yes, your Worship.

His Worship: Remanded till 10 a.m. next Saturday.

CORRESPONDENCE.

[For obvious reasons, the identity of our correspondents must be known to the Editor. All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but at evidence of good faith. Correspondents who do not give this information will not see their letters in print.—Ed.]

THE VEHICULAR FERRY.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS,"]

SIR,—Your to-day's leader, if I may say so, hardly goes far enough; what I am concerned about is how much the ferry fare will be after these large sums of money have been spent on piers, etc.

When this and other harbour questions were up for discussion, the then Colonial Secretary, the Hon. Mr. Fletcher, as reported on page 36 of the Chamber of Commerce report for 1923, said Government would require a return of six to seven per cent. on schemes of this kind, and in addition I take it repayment of capital at some future date will have to be calculated for.

It is probably safe to give the piers a life of forty years; therefore only two and a half per cent. per annum need be reckoned for depreciation. But for the ferries the position is different.

I see on reference to this year's balance sheet, that the Star Ferry Co. wrote off seven and a half per cent., therefore, we must conclude that in actual practice the life of a ferry boat has been found to be approximately thirteen years.

Rumour has it that the proposed service is to consist of twelve ferries in order to give a regular five minutes service.

Twelve ferries will cost something like \$2,000,000, so we have the following annual charges:—

Interest on outlay:

Piers \$1,300,000

Ferries..... 3,000,000

\$4,300,000 @ 6 % \$258,000

Repayment of Principal:

Piers 1,300,000 @ 2½ %

Ferries..... 3,000,000 @ 7½ %

\$225,000

So we have a yearly rental of.....\$483,000

The year 1929 was a record one for the Star Ferry Co., and according to the balance sheet, the surplus on their economically-run and well-patronised service—giving a five minutes service when needed—was \$354,000, after covering for working expenses and providing for contingencies, but not taking into account depreciation. Therefore, without allowing anything for profit the fares will have to be increased by fifty per cent. to obtain a surplus sufficient to pay the above mentioned rental of \$483,000, i.e., altered from ten cents to fifteen cents per head, so how will posterity benefit by the Government's investment?

Of course the idea of Government running the service may be based on Mr. Fletcher's views given on page 42 of the same authority, wherein he mentioned that in his private opinion Hong Kong should have a free ferry service, and he was pressing for this.

If Government's determination to build the piers is the first step towards this policy, then the running expenses will have to be calculated, and a service of this kind could not be run at less than \$500,000, per annum, to which must be added the aforesaid \$258,000. So to provide free rides for all and sundry the ratepayers would have to find not less than \$1,000,000 per year.

If Government is desirous of linking up Kowloon and Hong Kong more closely, then the ferry scheme should be dropped entirely, or at least until further consideration has been given to the tunnel scheme.

Based on the above figures the ferry scheme will cost in all over four million dollars plus upkeep, and with a recurring three million capital expenditure every thirteen years.

I am given to understand that a tunnel permitting two motor roads giving a one way traffic from each side, and a separate pedestrian road allowing a moving platform arrangement for transit, and also space for better protection of the Harbour water pipe, could be constructed for something in the neighbourhood of sixteen million dollars, or about four times the cost of the proposed ferry service. If it is correct to suppose the ferries will only last thirteen years then in sixty years the amount expended on this service would equal the amount required for the tunnel construction.

There is surely no comparison between the two methods of joining up Hong Kong with the mainland, typhoons will have lost their terrors for people living on the other side, so many more people will live there

(Continued on next Column.)

CHANGES IN U.S. CONSULATE.

MR. J. W. BALLANTINE AT CANTON.

It has already been announced that on October 10, the American Consul-General in Shanghai Mr. Edwin S. Cunningham, and Mrs. Cunningham, will sail for the United States on home leave. It will be the first vacation which the Consul-General has had since June, 1927, and both he and Mrs. Cunningham are looking forward to it with pleasure.

During the absence of the American Consul-General in Shanghai, Mr. Douglas Jenkins, who has been Consul-General of Canton since August 17, 1923, will relieve Mr. Cunningham and be in charge in Shanghai. Mr. Jenkins has been transferred to Hong Kong but will not go to that post until Mr. Cunningham's return early next year. Mr. Jenkins has been in China since 1918. He was in charge of the American Consulate at Riga, Russia, until just before that city was captured by the Germans. He then went to Kieff, which was also evacuated just before the Germans occupied it in March 1918. Mr. Jenkins was Consul at Harbin during the years 1919 to 1921 and in the Department of State at Washington, D. C. in 1922 before he returned to Canton in the position of American Consul-General there.

Mr. Jenkins will arrive in Shanghai as soon as Mr. Joseph W. Ballantine, who is being sent out from the Department of State in Washington, to be in charge of Mr. Jenkins' office while he is in Shanghai, comes to relieve him. The date has not been definitely settled as yet. Mr. Ballantine has been in the Orient at various times since 1909 when he arrived in Kobe as student interpreter. He was detailed for duty at the Consul and Interpreter at Tamsui in 1912. In 1913 he was Deputy Consul-General and Interpreter at Yokohama and in 1914 he was Assistant Japanese Secretary of the Embassy in Japan. He came to China in March, 1922.

MOTOR VEHICLES IN COLLISION.

HOTEL BUS AND TRUCK.

At about 9.30 a.m. yesterday, a collision took place at the junction of Leighton Hill Road and Percival Street between a Hotel bus travelling to Causeway Bay and a motor truck which was proceeding from the opposite direction into Percival Street. The truck, which belongs to Lam Woo & Co., building contractors, carried a full load of stone.

The right wheel of the bus became interlocked with the left wheel and overhanging mudguard of the other vehicle, and they were in this position when traffic officers arrived to investigate the mishap. The two drivers were ordered to report at headquarters for a further inquiry.

Apparently the damage to both vehicles was slight, as they were able to proceed without assistance after they were separated with the assistance of those present on the scene. No persons were injured.

and Government will materially benefit by enhanced land values and rentals.

But this is really an Imperial matter and the Members of Council would do well to seriously consider this side of the question before approving expenditure on piers, etc.

If Government is of the opinion that now is the right time for a better linking up project, and a tunnel scheme is found practical, the Secretary of State should be approached for funds to meet at least a good part of the cost not only in our interests but in the interests of posterity—Yours, etc.

A POOR-AND GETTING POORER—RATEPAYER.

Hong Kong, September 8.

A TOLL BRIDGE?

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS,"]

SIR,—In your issue of September 3, "Average Citizen" suggests a wideawake thought over the new project for a Vehicular Ferry.

Would not a Toll Bridge benefit the whole community and in the long run be more economical? Yours, etc.

NEWCOMER.

Hong Kong, September 8.

The writer of the above letter is probably new to the Colony, and therefore unaware that the construction of a bridge and of a tunnel have been both considered, and regarded as impracticable owing to the enormous expense involved.—Ed.]

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A BEAUTIFUL ROOM IS WITHIN THE REACH OF EVERYONE. IT DOES NOT DEPEND ON EXPENSIVE FURNITURE, BUT ON THE GOOD TASTE AND HARMONY OF ITS ARRANGEMENT AND SETTING.

THIS NOTE OF HARMONY IS SET BY THE FURNISHING DRAPERIES USED. THEY FRAME THE WINDOWS; THEY GIVE TO THE ROOM ITS AIR OF INTIMATE COSINESS. THEY REST THE EYE BY THEIR BEAUTY OF LINE AND COLOURING, OR RADIATE A CHEERY BRIGHTNESS.

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BESIDES BEING INEXPENSIVE AND FADELESS.

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NEW ADVERTISEMENTS

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE.

NO LATE CARS WILL Run After 12.05 on The NIGHT of WEDNESDAY, 10th INSTANT.

[9826]

CHINA COAST OFFICERS' GUILD.

AN ORDINARY GENERAL MEETING will be held at the GUILD OFFICE, 67, Des Vaux Road CENTRAL (DAVID HOUSE), on WEDNESDAY, 10th SEPTEMBER, 1930, at 8.00 O'CLOCK, P.M.

BUSINESS:—General. All Members are requested to attend. T. T. LAURENSEN, Branch Secretary. [9821]

THE HONG KONG & CANTON ICE MANUFACTURING CO., LTD.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the Company will be held at LANE, CRAWFORD'S CAFE, Exchange Building, on TUESDAY, 23rd SEPTEMBER, 1930, at 10.45 A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts, and re-selecting Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from 17th to 23rd SEPTEMBER, 1930, Both Days inclusive.

By Order of the Board of Directors, M. MANUK, Secretary. Hong Kong, 8th Sept., 1930. [9812]

NOTICE.

NOTICE IS HEREBY GIVEN that the Business Hitherto Carried On by me under the Name of "YEE SANG FAT" at No. 34, QUEEN'S ROAD CENTRAL, which Premises have been Recently Demolished and upon the Site of which the New Theatre of THE CHINA EXHIBITIONERS & LAND INVESTMENT COMPANY, LIMITED is being erected, has been wound up. NOTICE IS HEREBY FURTHER GIVEN that I have no concern with nor am I connected in any way with the Business now carried on under the Name of "YEE SANG FAT" at Tai Ping Building, QUEEN'S ROAD CENTRAL and I will not be responsible in any way for any of the liabilities of such business.

Dated this 6th day of September, 1930. CHANG FAT. [9810]

Reading is the One Form of Entertainment in which Education and Entertainment can best be Combined.

- Milton C. Work's AUCTION BRIDGE COMPLETE... \$7.50
This is a standard text book for all players. It contains a restatement of the fundamental principles set forth in the simplest manner, and a detailed and lucid explanation of all the latest conventions of bidding and play.
- Emil Ludwig's GOETHE. 2 volumes... \$15.00
A most fascinating life of Goethe which bears witness to most careful preparation and most conscientious workmanship.
- Emil Ludwig's KAISER WILHELM II... \$7.50
An amazing story of autocratic arrogance and of Byzantine flattery, of false friendships and bitter hatreds, sometimes of shameful depravity, and almost always of meanness and duplicity.
- AUTHENTIC IMPERIAL MAP OF CHINA. 1930 issue... \$2.75
H. V. Morton's IN SEARCH OF SCOTLAND... \$7.50
No writer has written so lyrically, picturesquely and freshly of the Romance of Scotland. It is a really joyous book.
- M. A. Pink's DICTIONARY OF CORRECT ENGLISH... \$2.50
Information and advice concerning grammar, idiom, use of words, points of style, punctuation, spelling, etc., designed to be of practical assistance to the writer of everyday English.
- Major J. Farrell's GOLF... \$2.00
A book that should be in the hands of all beginners and also golfers who wish to reduce their handicap.
- R. McNair Wilson's JOSEPHINE—the Portrait of a Woman... \$15.00
Dr. McNair Wilson's portrait replaces the pathetic fragrance of Malmalain by the more heady, but more authentic, bouquet of patchouli and intrigue. His Josephine is a tireless campaigner for wealth and position, avid for amusement and gaiety, and, to the last, genuinely contemptuous of the man she had married, whom, in fact, she out-manoeuvred all her life—and after it.
- Michael Fielding's PARENTHOOD: Design or Accident... \$3.50
A manual of birth-control.
- H. Wright's THE SEX FACTOR IN MARRIAGE... \$3.50
A book for those who are or those who are about to be married.
- K. M. Walker's MALE DISORDERS OF SEX... \$5.00
A most outspoken book, but true, nevertheless.

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A WONDERFUL WHISKY



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HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the SEVENTH EXTRA LEAGUE MEETING to be held on SATURDAY, 27th SEPTEMBER, 1930 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUB, and CAUSEWAY BAY STABLES. Entries CLOSE at 12 O'clock NOON on THURSDAY, 18th SEPTEMBER, 1930. [9808]

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:—

A belt of relatively high pressure extends from E. China to the E. of the Bonins and a trough of relatively low pressure from Indo-China to the S. of Guam.

Local Forecast:—East winds, moderate; fair.

BIRTH.

ROBERTS.—On September 3, at Shanghai, to Mr. and Mrs. DONALD ROBERTS, of St. John's University, a son, MARKLEY ROBERTS.

MARRIAGE.

STODDART.—On September 3, at Shanghai, SARAH NOLITE, younger daughter to the late JAMES DONALD, Alford, Aberdeenshire and of Mrs. DONALD, Mianvaig, Currie, Midlothian, Scotland, to JAMES ANDERSON, eldest son of Mr. and Mrs. A. STODDART, Leith, Scotland.

DEATHS.

ANDERSON.—On September 4, at Shanghai, THOMAS ANDERSON. Aged 76.
PASSOS.—On September 4, at Shanghai, EMILIA MARIA LUCIA PASSOS (née CRUZ), aged 25. Dearly beloved wife of FRANCIS PASSOS.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, September 10, 1930.

THE BOLD YET TIMOROUS BISHOPS.

Why the Archbishop of Canterbury considered it necessary to go out of his way recently to gibe at the Press is a mystery. Speaking of the then forthcoming Encyclical Letter and the resolutions passed at the Lambeth Conference, he made a reference to the use of "sensational headlines" which, if nothing worse, was certainly ungrateful. Were it not for the "sensational headlines" prepared by keen-witted sub-editors very few of the millions whose spiritual welfare is supposed to be the first concern of the three hundred Bishops at the Lambeth Conference would ever read a line about their long-winded deliberations. Moreover, the Archbishop's prophecy was of course altogether wrong. The Press was very easily able to arrange in "sensational headlines" what the Bishops had thought and done, and the clergy should be most thankful to the newspapers for giving them such generous (and gratuitous) publicity.

In yesterday's issue we published a very brief summary of the points mentioned in the Encyclical Letter and in the 75 resolutions passed by the Conference. The Bishops had to skate over ice which was exceedingly thin in places, but they did it successfully and unanimously save in two cases—in one of which they were unanimous about not even trying to get over! These two points both concern women. In regard to the one, all but 67 Bishops were in favour of progress; in the other case, the whole three hundred were as solidly anti-feminist as were St. Paul and St. Augustine! The 20th century shows no advance in regard to the part to be taken by women in Church affairs. The Bishops profess to be determined to secure for women "a place of honour in the organised life of the Church." Women, as deaconesses,

may assist a minister in preparing candidates for baptism or confirmation, may even officiate at baptisms and the churning of women, and read morning and evening prayers, but they may not be ordained as priests. That "place of honour" is still definitely barred against women. They may practice at the Bar, enter Parliament, perform difficult surgical operations, make world flights, prosecute scientific studies, or even become journalists, but the Bishops are solidly opposed to opening the ministry to feminine competition. It cannot be because they consider women incapable of writing one sermon in seven days. The reason remains an episcopal secret, but anyone is at liberty to guess at it.

On this issue of anti-feminism the Bishops stood solidly shoulder to shoulder. Then 193 of them skinned safely over the very thin ice of birth-control, 67 others flatly refusing to take the risk. On all other issues there was a most happy unanimity which may seem highly satisfactory until it is closely examined and analysed. The "supreme and unshaken authority of the Holy Scriptures" is upheld, but we must not expect the Bible "to give information on those themes which are the proper subject-matter of scientific inquiry"—i.e., the origins of humanity and of the universe, and the Flood! War, we are told, "is contrary to the will of God," and—though doubting—we hope the three hundred Bishops will remember that solemn affirmation if unhappily the time should come for them to declare themselves for peace or war. Race prejudices are condemned emphatically—another point upon which some Bishops will need reminding before the next Lambeth Conference in 1940. Finally, the Bishops admit that the Church is too remote from common concerns, and is not playing its part in some of the most vital aspects of modern life. It should keep more in step with contemporary thought, move more to the rhythm of the 20th century. And the men who give this advice in the same breath flatly refuse to admit women to the ministry!

A POST-MORTEM PROBLEM.

The Courts in Peiping have been asked to decide whether a street-car has the right of way over a funeral procession, or whether the procession may be. Chinese funeral processions are notoriously long, and even the lower classes spend the equivalent of a year's wages on funerals of near relatives. If the family is very wealthy, the procession may stretch out for miles.

A Peiping resident was being buried recently. The procession was long, and a street-car driver who was being delayed for a long time became impatient. The clanging bell had no effect upon the procession, which proceeded calmly on its way, the din of the Chinese band drowning the street-car bell. Finally, the impatient driver started ahead, but unfortunately chose the moment when the heavy coffin was passing. The car crashed into the coffin, and upset it. Great was the uproar. The chief mourner, the dead man's son, prostrated himself on the track in front of the car, and stayed there, while policeman took away the unlucky driver. The coffin remained on the track, and the car service was suspended for hours. Chinese legal experts declare that the Court decision will rest largely upon whether the corpse was "injured" or not. If the corpse was damaged, the tramway company may have to pay damages, and the driver may be criminally liable.

★ News and Views ★

Rowboats were the principal means of transportation at Fairbanks, Alaska last week as floods caused Fairbanks residents to scramble to keep their feet dry. The river is over its banks and is inundating the main streets. Property damage has been heavy. Mrs. Ray Lyman Wilbur, wife of the Secretary of the Interior, is visiting Fairbanks with an investigation party of the department. She and her companions were marooned in a house for several hours before they were rescued by boats.

The Argentine Consul-General at Constantinople has been found dead with a revolver bullet in his temple. Reasons for his suicide are at present unknown but it is understood that he had been suffering badly from neurasthenia.

The Shanghai Minister for Foreign Affairs, last week stated that the Government has received numerous protests from foreign Governments concerning the recent increase in the Customs tariff. These latter, the Minister declared, are only temporary and will be examined again for the purpose of revision by the Government and subsequently submitted, to the approaching session of Parliament for final decision.

The German Social Democratic Party has introduced a novel form of electoral propaganda by the production of a special talking film which, among other things, reproduces outstanding speeches made by prominent leaders of the party.

The German cabinet has unanimously approved the report of the Minister for Foreign Affairs, Dr. Curtius, on the programme for the session of the League of Nations which also approves of the declaration made at Treves, according to which the Chancellor and the Minister for Foreign Affairs will alone be responsible for the direction of Germany's foreign policy.

The Newport News Shipbuilding Co. in Washington was the lowest bidder for construction of a new aircraft carrier for the U.S. Navy. It was disclosed last week. The carrier was authorized last February, the cost being not in excess of \$515,000,000.

The Deutsche Zeitung states that the soviet Government has ordered all persons to hand over Bibles and prayer books. They are to be converted into paper for journals and newspapers, owing to the crisis in the Soviet paper industry. Persons who retain Bibles will be punished for anti-revolutionary activities.

Sir George Stanley, Governor of Madras, was thrown from his horse when hunting in the middle of last month, and was advised to take a complete rest, although the injury was not serious.

An interesting clearance of a letter-box was effected at Paris last month. An errand boy on a tricycle, trying to avoid a pedestrian, ran full tilt into a disused door at one of the smaller Parisian railway stations. From the broken woodwork there flew out in every direction a quantity of letters with the old pre-war ten centimes stamp on them. It appears that they came from a letter-box which had somehow been forgotten since 1904. The scattered epistles were taken to the nearest post-office. Among them was a postcard in which a student made an appointment for the old Pantheon horse omnibus terminus. On another a retail wine merchant sent an order for a hogshead of claret for 35 francs (about 90 gallons for 28s.).

Air-Marshal H. C. T. Dowding has been appointed a member of the Air Council in the place of Sir John Higgins, who has gone on the retired list at his own request.

When a youth of 19 was summoned at the Kingston County Police Court, for offering a bribe of 2s. 6d. to a police constable, he pleaded not guilty and elected to go for trial at the Old Bailey. Mr. E. B. Knight, prosecuting, said that people did not seem to realise the seriousness of offering bribes to policemen. Police Constable West said that he was taking particulars of a motor-car belonging to the defendant, which had been left unattended and without lights, when Hall came up and said he had forgotten the lights. He then squeezed half a crown into the constable's hand. Accused told the Bench that he gave the constable the coin, but it was not with any intention of bribing him.

The building of a bridge over the Danube, which was prevented by the outbreak of the Great War, is now being discussed again between the Rumanian and the Jugo-Slavian Governments.

A large number of cases of eczema to children in Great Britain were reported to the R.S.P.C.C. during the year ended March 31. Altogether 43,043 cases were investigated, and all save 777 were found to be true. The overwhelming majority were cases in which intervention was desirable, and affected the well-being of 107,172 children. The report attributes the increase less to the growing wickedness of parents than to greater public knowledge of the value of the Society's activities.

The word "ostracism" has been used pretty widely about the late Sir William Gordon-Cumming, with the inevitable implication that for the thirty-nine years that followed the Cranby Croft affair, he was sort of pariah. It is true that in the official sense—resignation from the Army and his consequent scandal wrecked his career, though it never embittered him. But the suggestion that he was universally shunned is wholly inaccurate. In the first place a large number of influential people have always been convinced that he was a much-injured man. In this they shared the emphatic view of Sir Edward Clarke, who was leading Counsel for Sir William in his unsuccessful action. Whether they were right or wrong one need not now discuss; but it is a fact that he both received and gave hospitality in a far from negligible set. That Sir William spent much of his time in Scotland was mainly because he preferred a country life and not because he was undergoing a self-imposed exile. A list of the guests at Sir William's house parties at Altyre would surprise those who regarded him as lonely and universally barred.

The Moscow Commissary for Agriculture has issued an appeal for the prompt delivery of grain from the collective farms, declaring that a failure to ship the allotted quotas must jeopardise the food supplies of the industrial centres and of the Red Army.

The announcement of Wilfred Rhodes's retirement at the end of the season does not come as a shock, for it was anticipated, but certainly as a pang. Not even Grace himself so prolonged the sunset glories of his career. Indeed, Rhodes's cricketing life was the more extraordinary of the two. In last for England, in first for England, with a final appearance at No. 7—great bowler, then great batsman, then great bowler again, we to-day and cricketers to come must contemplate him with awe. But nothing in all his life became him better than the resolution with which, after the war, he took up again the bowling which he had almost entirely dropped, because Yorkshire was weak in that department. In this, he rendered a service not merely to his county, but to the whole cricketing world by allowing young players all over the country to see what the bowling of the classical age was really like.

The total amount collected at the festivals of the three Maonin Institutions in Great Britain for 1929 was £260,400.

A stone is to be erected in the autumn to mark the site of the old Parliamentary Tree at Old Sarum, which returned members of parliament from 1295 to 1831, when it was disfranchised. The voters fluctuated between 10 and 2. The inscription on the stone recalls that that most notable member for old Sarum was William Pitt, afterwards Earl of Chatham.

★ Local Notes and Events ★

Quarantine restrictions have been imposed against arrivals from Manila on account of cholera.

An ordinary general meeting of the China Coast Officers' Guild will be held at the Guild Office, 67, Des Vaux Road, this afternoon at 5 o'clock.

Before Mr. Whyte-Smith yesterday, a Chinese lad who was charged with assaulting a playmate with a chopper, was ordered to receive 12 strokes of the cane.

Yesterday afternoon, a rickshaw coolie was attacked by several other coolies in Wing Lok Street and sustained serious injuries. He was rushed to the Government Civil Hospital in a critical condition.

Mrs. (Dr.) L. I. Dovey has reported to the police the loss of a handbag containing \$15 in money, a cigarette case and fountain pen. The article was lost yesterday between Duddell Street and Barker Road.

The s.s. Consuelo (Capt. Parson) visited the port for the first time when she arrived from Manila and Amoy on Monday. She carries a crew of 77 Americans, and is now lying in the Cosmopolitan Dock. Messrs. Williamson & Co. are the local agents, the owners being Messrs. Madrigal & Co. of Manila.

Sentence of 12 months' imprisonment and 24 strokes of the birch was passed by Mr. Whyte-Smith on a Chinese who returned from banishment before his term was up. The defendant, who said that he had come back to see his sick mother, had served 12 months and received 20 strokes for a similar offence last year.

Mr. H. C. Watson, of the Dairy Farm Company, was fined \$2 yesterday by Mr. E. E. Lindell for driving his car on August 23 without lights. The defendant, who is a veterinary surgeon, explained that he had proceeded to Pokfulam to see a sick animal and did not expect to be detained until it was dark.

Capt. R. Kamekawa, of the s.s. Hakata Maru, which arrived from South America via Buenos Aires on Monday afternoon, has made a report to the Harbour Authorities to the effect that while the ship was between Singapore and this port a sailor fell overboard and, despite efforts to effect his rescue, he was not seen again.

Before Mr. Whyte-Smith yesterday Revenue Officer Young charged a Chinese with keeping an opium divan at 911, Canton Road, and also with having in his possession 1.8 taels of raw opium. The defendant was fined \$300, or one month's imprisonment on the first charge, and \$120, or 14 days, on the second, the sentences to run consecutively.

The following forthcoming marriages are announced:—Mr. George Herbert Sheriff, sanitary inspector, to Miss Doris Margaret Davey, of 10, Burgoyne Road, Haringay, London, who is travelling to the Colony on board the s.s. Macedonia. Mr. Clement Chinery Hickling, of 3, Branksome Towers, May Road, to Miss Hettie Korte, nursing sister, Victoria Hospital.

Charged before Mr. R. E. Lindell with distributing seditious pamphlets on Sunday (International Youths' Day), a Chinese, who was represented by Mr. F. X. d'Almada, pleaded not guilty. The defendant was remanded until Saturday morning in order that the documents might be translated. Bail was refused after the Magistrate saw one of the pamphlets.

When a Chinese was charged before Mr. Whyte-Smith yesterday with stowing away on the s.s. Tjippanas, it was stated that a toothpick and a piece of clothing was all that was found in his possession. Detective Sergeant Humphreys told Mr. Whyte-Smith that the vessel left Sandakan on September 2, and the defendant was discovered mingling with the crew two days later. Mr. Whyte-Smith fined the defendant \$50 or, in default, one month's imprisonment.

The health return for the past week shows 38 deaths from tuberculosis, 18 from malaria and three from influenza (all Chinese). There were also seven cases of typhoid, all but two being Chinese, with one death.

Pleading guilty to the charge of having stolen two iron plates from the s.s. Teucer, a Chinese boy was ordered to receive 12 strokes of the birch by Mr. Whyte-Smith yesterday. Detective Sergeant Humphreys said the defendant was seen by a contractor's foreman with the plates inside his coat. Mr. Thompson, a ship's officer, stated that 33 iron plates had been missing during the night. Each plate was worth \$1.50.

Looking Back 25 Years.
The Shenpao had the following on September 4 which the North China Daily News translated:—The Shanghai Taotai has received a Colony on board the U.S. Consul-General, Mr. Rodgers, informing him that news has been received from the United States that the merchants and people of that country are deciding to retaliate on the Chinese for the boycott; that the Americans intend also to boycott Chinese goods; and are talking about expelling all Chinese at present in the States. The U.S. Consul-General then went on to state that retaliatory goods like these endangered good feelings between the two countries, and he would therefore advise the Taotai to use his best efforts to consider without delay methods for abolishing the boycott in China and thereby preserve the friendship now in danger of being broken between the two peoples.—Hong Kong Daily Press, September 11, 1905.

Looking Back 50 Years.
The long-talked of new Water Police Station has at last been decided upon. It is to be built at Tsim Sha Tsui, and we understand that the work is to be commenced next month.—Hong Kong Daily Press, September 10, 1930.

PEIPING STATE COUNCIL.

THREE MEMBERS TAKE THE OATH.

[THROUGH REUTER'S AGENCY.]

PEIPING, Sept. 9. Yen Hsi Shan, Wang Ching Wei and Hsieh Chi took the oath this morning as President and members, respectively, of the State Council. Wang Fah Chin, the eldest member of the Kuomintang Conference, administered the oath. The ceremony was of the simplest character.

An Important Day in the History of China.

LATER. This morning's ceremony began with the playing of the National Anthem, bowing before the portrait of Sun Yat Sen and reading his will.

After Yen Hsi Shan and the others had taken the oath, Wang Fah Chin read an admonition, saying that it was an important day in the history of China. It meant opposition to the Chiang Kai Shek Dictatorship and the materialisation of democratic principles. The country must be freed from corruption and placed on a sound economic basis.

Yen Hsi Shan and the others, replying, declared their general programme to be, tranquillity for the people, the abolition of corruption, clean politics, the limitation of taxation, and the issue of Budgets and public statements of accounts.

After the ceremony, Yen Hsi Shan and his colleagues issued a circular telegram announcing their assumption of office, which was dated September 9, in the nineteenth year of the Republic.

BRITISH MINISTER AT NANKING.

(Wah Tsz Yat Pao.)

NANKING, Sept. 9. Sir Miles Lampson, the British Minister, arrived here by a gunboat to-day and took up his residence at the British Consulate.

He is waiting for the return of Dr. C. T. Wang, the Minister of Foreign Affairs, to discuss the Sino-British outstanding questions.

UNEMPLOYED IN JAPAN.

(Wah Tsz Yat Pao.)

SHANGHAI, Sept. 9. According to a Tokyo telegram, the number of the unemployed has considerably increased, due to the business slump.

It is estimated that over 1,000,000 are idle, showing an increase of 110,000 over the corresponding period of last year.

BLIND CHINESE HERO DIES OF BURNS.

SEQUEL TO LIVERPOOL TRAGEDY.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 9. Ah Sin, a blind Chinese man, who effected several heroic rescues during a fire in Liverpool's Chinatown on September 2, has died of his injuries.

When he was discovered by firemen he was badly burned and was clinging to a window ledge. He was shouting: "Save the children!"

Three Chinese children and their dog "Spot" perished in the fire; two others were badly burned; and another, Robert Yen, died in hospital.

AMMUNITION FOR FENG FU HSIANG.

FIFTEEN MILLION ROUNDS FROM ABROAD.

[THROUGH REUTER'S AGENCY.]

PEIPING, Sept. 9. It is reported from Tientsin that during the past fortnight 15,000,000 rounds of small-arm ammunition arrived from abroad for Feng Fu Hsiang.

RUSSIAN BOXER INDEMNITY.

PEIPING QUOTA DEDUCTED FROM TIENTSIN CUSTOMS.

[THROUGH REUTER'S AGENCY.]

PEIPING, Sept. 9. As the Nanking Government have not remitted to Peiping the money necessary for education earmarked for that purpose from the Russian Boxer Indemnity, amounting to \$350,000 monthly, it is understood that Mr. Lenox Simpson, under instructions from Yen Hsi Shan, wired to Nanking last week stating that unless an arrangement was reached by to-day that sum would be deducted from that part of the Tientsin Customs revenue which he was at present remitting to Shanghai for the service of the foreign loans in accordance with the announcement made when the Northerners seized the Tientsin Customs.

It is understood that Tientsin has been remitting \$1,100,000 monthly to Shanghai. Hence about a third of that sum will be retained for the Peiping colleges.

ITALIAN CONSUL-GENERAL AT SHANGHAI.

RECEIVED BY HIS HOLINESS THE POPE.

[THROUGH REUTER'S AGENCY.]

ROME, Sept. 8. The Pope to-day granted a private audience to Count Galeazzo Ciano, the new Italian Consul-General in Shanghai, and his wife, the former Signorina Edda Mussolini, daughter of the Dictator. The Count and his wife will embark for Shanghai to-morrow.

Count G. Ciano di Cortellazzo for a number of years has been attached to the Italian Legation in Peiping. He is 27 years old and has had a thorough insight into diplomatic affairs. He is the son of Count Ciano, the Italian Minister of Communications, who is one of Signor Mussolini's right hand men.

He was formerly a journalist, but abandoned the newspaper profession for the diplomatic service and gained much of his early experience in China, where he not only learned to speak the language fluently, but made a careful study of the people and conditions. He derives his title from his father, who was elevated to the peerage by King Victor Emmanuel at the request of Signor Mussolini. The Ciano family have large shipping interests and are reputed to be very wealthy.

The newly-appointed Consul-General was recently in Shanghai on business and during his stay made a large number of friends. Countess Ciano will also receive a very hearty welcome upon her first visit to Shanghai, and, as the eldest daughter of the Italian Dictator, she promises to become a leading spirit among the Italian community.

PERSIA PREFERS CHINESE TEA EXPERTS.

[THROUGH REUTER'S AGENCY.]

TEHRAN, Sept. 8. The Medjias has authorised the engagement of another Chinese expert on tea cultivation, making a total of five Chinese so engaged.

SANTO DOMINGO AFTERMATH.

HUNGRY VICTIMS RAID RELIEF SUPPLIES.

[REUTER'S AMERICAN SERVICE.]

SANTO DOMINGO, Sept. 8. The Legislature has given the President powers of a dictator to speed up the rescue work.

Civilians are being called up to assist convicts, firemen, and police and clear the streets.

Bodies are still being recovered. There is an outbreak of typhus fever, and medical supplies are running short.

Many of the injured are suffering from gangrene.

The Haitian Government is considering closing the frontier.

There was a riot on the waterfront when hungry victims attempted to raid relief supplies which were being unloaded.

Soldiers had to coerce the rioters, who it is alleged, had fasted since Wednesday.

REVOLT IN BRAZIL STATE.

URUGUAYA PROTECTS HER NEUTRALITY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 9. A message from Monte Video states that a revolutionary movement has broken out in the Brazilian State of Rio Grande do Sul.

The Uruguayan Government has sent troops to the frontier to protect Uruguayan neutrality.

LATE LADY HORNE.

TRAVELLER, JOURNALIST AND NOVELIST.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 8. Lady Auriol Horne, who was drowned as the result of a motor-car plunging into the Scheldt on Sunday, had travelled extensively and had a big reputation as a busy writer and an alert journalist.

Under the name of "Auriol Baran," she wrote two French novels at the age of ten, but her governess burnt them. She won an essay competition at the age of 12, and thereafter wrote in both English and French.

She was the author of a dramatic sketch played at a charity performance on behalf of the League of Mercy, of which she was Chairman of the Executive.

Chauffeur Arrested.

ANTWERP, Sept. 9.

Alfred Preedy, the chauffeur who was driving the late Lady Horne's car, has been arrested.

Other Lady Victim Identified.

LATER.

Lady Horne's companion has been identified as Mrs. Sara Crocker, aged 42. She was a Hungarian by birth, and was a well-known comedy actress in London before the war under the name of Sara Petras.

TRANS-ATLANTIC CABLE DISTURBED.

LINE BURIED BY EARTHQUAKE.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 8. Ships engaged in the arduous task of repairing the trans-Atlantic cable, which was damaged by an earthquake under the sea last November, have now completed their work. They found that volcanic action had in large areas changed the consistency of the seabed, at two or three miles depth, from slime to solid rock.

Much of the cable had been buried, but 150 miles of it were recovered and reconnected. During the relaying, the cable was shortened by two hundred miles to avoid the drag of the Gulf Stream.

The ships had to scour the sea over a huge area to grapple the cables three miles below, and during the work their rigging and machinery was sometimes completely covered with ice.

RED PLOT IN SOUTH AUSTRALIA.

WATERFRONT STRIKE VIRTUALLY ENDED.

[THROUGH REUTER'S AGENCY.]

ADELAIDE, Sept. 9. The waterfront strike is now virtually ended.

A Reuter's message dated Adelaide, September 4, stated that the discovery of a Communist plot in South Australia was revealed by the State Premier, the Hon. Mr. Hill, when he introduced a Bill to the State Parliament empowering the Government to deal with a strike of the Carters' and Drivers' Union as a protest against the employment of volunteer labour at the docks.

Mr. Hill said that a police raid had revealed interference with the electric cables, leading to an interruption of the electric light supply.

In addition, a fence had been electrified with the intention of causing fatalities to a police patrol.

He declared that South Australia had been selected for the plot owing to financial difficulties.

The Seamen's Union has given notice of an intention to strike in sympathy with the carters and drivers.

AMERICA CUP.

MECHANICAL CONTRIVANCES OF DEFENDER.

[REUTER'S AMERICAN SERVICE.]

NEWPORT (R.I.), Sept. 9.

With the approach of the first of the America Cup races, which is fixed for the 13th inst., great curiosity is being manifested in the numerous mechanical contrivances forming part of the equipment of the defender, the Enterprise, particularly the wide boom for use in a light breeze, having slides for the mainsail to slip to leeward, thus giving a foot of sail windage equivalent to the upper part.

It transpires that Nicholls, the skipper of the Westamoc, one of the unsuccessful candidates in the trial races, raised the question of the legality of this boom with the New York Yacht Club Committee.

Harold Vanderbilt, the Enterprise's skipper, and his associates decided not to employ the sliding boom in the America Cup races; but as the result of Nicholls' action the New York Yacht Committee informed Vanderbilt that since the Enterprise used the boom during the trials with the full knowledge of the Committee its use in the international races would have the full approval of the Committee.

Sir Thomas Lipton has not raised the question of the use of the boom.

LAST OF THE CLASSICS.

PROBABLE STARTERS AND JOCKEYS AND QUOTATIONS.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 8. The betting on the St. Leger, is as follows:—

Parthenosis (Fred Fox), 9 to 2 taken and offered.
Diotite (H. Beasley), 5 to 1 o.
Singapore (Gordon Richards), 11 to 2 t.
Rameses II. (Ray), 7 to 1 o.
15 to 2 t.

Ut Majour (Beary), 10 to 1 o.
100 to 9 t.
Seer (Jelliss), 100 to 9 t. and o.
Rustom Pasha (H. Wragge), 100 to 7 o.
100 to 6 t.

Algonquin (C. Elliott), 100 to 7 o.
100 to 6 t.
Prince Paradise (Bezzant), 22 to 1 o.

Christopher Robin (Pat Beasley), 25 to 1 o.
Fairy Prince (Joe, Childs), 25 to 1 o.

Blind Y.B. Jones, 25 to 1 o.
Grand Salute (C. Richards), 40 to 1 o.

Redesaver (Nevett), 66 to 1 o.
Rockstar and Lovelace II. have both been scratched.

LONDON TUBE RAILWAY EXPANSION.

SCHEME TO COST TWELVE MILLIONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 8.

The first stage of the £12,000,000 scheme for developing London's underground railway system will start in a fortnight, when work will begin on the tube railway extension from Finsbury Park northward four and a half miles to Southgate, and then through the open country to Cockfosters.

It is estimated that the scheme, in one way or another, will provide employment for 20,000 men for two and a half years.

In addition to the extension to Cockfosters, which will cost over £5,000,000, the scheme provides for a new line from Hammersmith to Northfields, on which £3,000,000 will be spent, and the reconstruction, at a cost of £4,000,000, of certain stations in Central London.

MURDER GANG IN HANOI.

FRENCH POLICE RUSH HOUSE.

[THROUGH REUTER'S AGENCY.]

HANOI, Sept. 8. Detectives to-day raided the headquarters of a gang of revolutionaryaries and murderers here.

The detectives, who were greeted by a hail of bullets, rushed the house and overpowered two women and one man.

Two others were shot down as they were attempting to escape, one of whom was the notorious agitator, Hoang Dingy (the instigator of several recent assassinations). He died of his wounds.

Two policemen were injured.

FALL IN PRICE OF RUBBER.

DESIRABILITY OF GOVERNMENT CONTROL.

[THROUGH REUTER'S AGENCY.]

COLOMBO, Sept. 8.

Ceylon is most disappointed at the breakdown of the rubber restriction negotiations between Malaya and the Dutch East Indies.

The Committee formed last month under the presidency of the senior Government official to consider the restriction scheme has decided not to accept Sir Cecil Clementi's cable as final and has resolved to press further on the producing countries the desirability of some kind of Government control.

The Output Committee also considered the question of a reduction in the export duty and railway freights.

[BRITISH WIRELESS SERVICE.]

New Low Record.

RUGBY, Sept. 8. After touching a new low record of 3jd. per pound to-day, the price of rubber on the London market later recovered one-sixteenth. Rubber shares were weak, but little selling occurred, prices being marked down as a precautionary measure.

The fall in the commodity price was due to a decision of the Dutch East Indies Government not to impose curtailment of output, and is the lowest price touched in the history of rubber production.

Feeling of Relief in Mining Lane.

Although opinions differ on the subject, there is in some quarters of Mining Lane a feeling of relief rather than despondency concerning the statement about the attitude of the Dutch authorities. According to some authorities, rationalisation must now follow, and amalgamations and co-operative arrangements are expected.

NIGHT FLYING IN ENGLAND.

FACILITIES FOR PRIVATE OWNERS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 8. The first public demonstration of night flying by privately-owned and Club light aeroplanes will start to-morrow at Heston Aerodrome.

Until now, private flying by night has been impossible owing to lack of facilities, but this week from nine o'clock until midnight each evening Heston Aerodrome will be flood-lit, and boundary lights will mark its limits.

Private owners will be able to fly their own planes, and dual control machines will be available for advanced flying pupils to take instruction in night flying.

QUEEN MAUD OF NORWAY AT SANDRINGHAM.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 8. Queen Maud of Norway arrived at Newcastle to-day from Bergen and left by road for Sandringham.

FAMILY OF SIXTEEN IN THREE ROOMS.

EARNINGS SAID TO BE £14 A WEEK.

A case of a family of sixteen occupying a three-roomed cottage and earning, it was suggested, £14 or £15 a week, was brought to the notice of the Marylebone magistrate recently, when George Housden, a railwayman, was summoned for allowing a nuisance at Rhyll Street, St. Pancras, arising from overcrowding.

Mr. Leonard Ricketts, for St. Pancras Borough Council, said that Housden rented a three-room cottage, consisting of a very small living room and two bedrooms, for which he paid 13s. 6d. a week. He lived there with his wife and fourteen children.

"No, thirteen," interrupted Housden.

Mr. Ricketts said that another was expected. The wife and eight daughters occupied one room, and Housden and his sons the other.

"I understand," continued Mr. Ricketts, "that the total income of the father and his children amounts to £14 or £15 a week, so that he is really able to afford proper accommodation for his wife and family."

Housden said that their earnings only amounted to £10 a week, and he had been unable to find other accommodation in the neighbourhood.

Mr. Dummett, the magistrate, made an order for the nuisance to be abated within twenty-eight days, and granted 25s. costs against Housden.

FEDERATION OF EUROPE.

M. BRIAND'S SCHEME DISCUSSED.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 8.

A private conference attended by the representatives of 27 European States unanimously passed a motion moved by M. Briand that his scheme for a Federation of Europe should be referred to the League Assembly.

Mr. Arthur Henderson, the British Foreign Secretary, seconded the motion.

M. Briand will probably introduce the subject at the Assembly on September 11.

The representatives, at the meeting also passed a resolution to the effect that they were convinced that the close collaboration of European Governments in all international activities was of capital importance for the maintenance of peace throughout the world, and that such collaboration should be carried out in complete agreement with the League of Nations on the basis of the principles of the League Covenant.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 8.

A private meeting at which 27 States were represented was held at Geneva this afternoon to consider M. Briand's proposal, for a European Federation.

The delegates agreed that further discussion of the scheme should take place later in the week at the League Assembly.

M. Briand recently prepared a fresh note on his scheme for a European Federation, the replies received to his original suggestion showing that European nations differed on such matters as relations with the Soviets, the maintenance or revision of peace treaties, and economic rivalries.

The opinion was expressed recently that discussion of the scheme at the League Assembly was unavoidable, since Britain demanded it, and there was a general desire to consider the susceptibilities of the League.

COUNCIL OF LEAGUE OF NATIONS.

TRAFFIC IN WOMEN AND CHILDREN.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 8.

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The Japanese and Persian members promised the support of their Governments.

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ARGENTINA'S NEW PRESIDENT.

WHOLE COUNTRY NOW QUIET.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 8.

A communiqué issued by the new Argentine Government declares that the only part played by armed forces in the revolution was pacific progress through the city accompanied by the whole populace, acclaiming the Government enthusiastically. The whole country is now quiet.

The new President, Uriburu, who is 53 years of age, was Inspector-General of the Army in 1923 when the Prince of Wales visited the Argentine. President Uriburu then commanded a review in H.R.H.'s honour and was subsequently decorated with the K.B.E.

[REUTER'S AMERICAN SERVICE.]

Warships' Attack on the Palace.

NEW YORK, Sept. 8.

A message from Buenos Aires states that shooting was heard in the city late this evening, and it is believed that warships are firing on the Government Palace.

Newspaper reports state that cavalry are attacking the Military College.

Mysterious Gunfire Near Government House.

NEW YORK, Sept. 9.

A message from Buenos Aires states that no explanation is yet available of the mysterious heavy cannon-firing and fusillading in the neighbourhood of Government House late evening.

Fifty people were injured, but the public apparently are ignorant of the reason for the outbreak.

President Uriburu issued a statement at midnight to the effect that there was no cause for alarm. He denied the reports that several regiments had revolted against the new Government.

Later telephone messages stated that a great fire had started near Government House.

The armoury on Calle Cangallo appears to be burning.

Firing ceased, and heavily armed guards were posted about the capital.

Junta Now Rule the Country.

LATER.

A message from Buenos Aires states that Argentina is now ruled by a Junta, whose civilian members are wealthy aristocratic Conservatives.

Thus the control of affairs is once more in the hands of the landowners, as before the election of Senor Irigoyen 14 years ago.

Counter-Revolt Breaks Out.

LATER.

The New York Times learns by wireless telephone from Buenos Aires that last night's disorders were due to a counter-revolt attributed to Senor Irigoyen's adherents, which broke out in various parts of the city in accordance with an organised plot.

Sports News

LAWN BOWLS INTERPORT.

SHANGHAI WIN BY TWO POINTS.

HONG KONG'S BAD LUCK.

(From Our Own Correspondent.)

SHANGHAI, Sept. 9. In the third and deciding game Shanghai beat Hong Kong by 18 shots to 16.

Owing to rain the game was played on the Racecourse green, which was dry.

Shanghai played consistently, while the Hong Kong bowlers were erratic. However, near the finish, Hong Kong made a good rally in which Luz was brilliant, but darkness made bowling difficult.

In the last head Luz was wrongly informed that Hong Kong had the shot, and put his woods behind, when Shanghai really lay and won.

Teams and detailed scores were—

Hong Kong.	Shanghai.
C. Atkinson	G. V. Jensen
G. McLeod	H. E. Peck
F. C. Goodman	W. A. Bailey
R. F. Luz	C. B. Stormes
(Skip)	(Skip)

Heads.		
1.	3	3
2.	2	5
3.	3	8
4.	0	8
5.	0	8
6.	0	8
7.	2	10
8.	1	12
9.	1	12
10.	0	12
11.	0	12
12.	1	13
13.	0	13
14.	0	13
15.	0	13
16.	1	14
17.	1	15
18.	1	16
19.	0	17
20.	0	17
21.	1	18

(THROUGH REUTER'S AGENCY.)

SHANGHAI, Sept. 9. Shanghai lawn bowlers won the interport series by 2 matches to 1, when they beat Hong Kong by 18 shots to 16 this afternoon, after a most exciting game.

The teams were—Shanghai: C. B. Stormes (Skip), W. A. Bailey, H. E. Peck and G. V. Jensen. Hong Kong: R. F. Luz (Skip), F. C. Goodman, G. McLeod and C. Atkinson.

Shanghai led almost all through the game. At the 14th end the game was levelled 13/13, but at the nineteenth it was 17/13 in Shanghai's favour. At the twentieth Hong Kong scored three, leaving them one shot behind. At the last end a measurement, amidst great excitement, showed Shanghai lay nearer the jack by a quarter of an inch. Stormes and Jensen were the stars of the Shanghai side, while Luz played well for Hong Kong.

POLICE AQUATIC SPORTS.

PRELIMINARIES AT V.R.C. YESTERDAY.

Judging from what was seen at the preliminaries yesterday at the Victoria Recreation Club's bath the annual aquatic sports of the Police and Prison Departments, which will be held on Saturday at the same place, promise to be full of fun and excitement.

The heats for the 100 yards championship (open to Indian and Chinese) provided a lot of fun as the contestants had some unique ways of entering the bath. Some jumped in feet first, others took a "broad jump" while one was seen edging into the water sideways!

The results for the main events were—

Two Lengths Handicap (Europeans).

1st Heat.—1, Colman; 2, Simpson; 3, Clarke.

2nd Heat.—1, Yone; 2, Franks; 3, McEwen.

HONG KONG CRICKET LEAGUE.

ANNUAL MEETING HELD YESTERDAY.

NO LARGER WICKETS FOR HONG KONG!

The annual meeting of the Hong Kong Cricket League was held at the Sanitary Board Room yesterday when Mr. W. Brace took the chair. There were also present: Messrs. F. H. Holdman (C.S.C.C.), A. H. Rumball (I.R.C.), A. Pigott (Navy), F. E. Skinner (Volunteer), P. H. Carvalho (Recreio), R. Simpson (R.A.S.C.), Lt. Gough (Royal Corps of Signals), Major Langmaid (Army), Lt. A. H. Musson (R.A.), E. C. Finch and J. C. Lyl (K.C.C.), A. C. I. Bowker (H.K.C.C.), Lt. Anstruther (R.E.) and A. A. Aziz (University).

After the report and accounts as presented were adopted, the election of officers for the ensuing year took place. On the proposition of the Chairman and seconded by Lt. Musson, Mr. H. R. B. Hancock, who is at present at home on leave, was re-elected president. Mr. G. R. Sayer was made Vice-President, while Mr. W. C. Hung was re-elected Hon. Secretary and Treasurer.

The question of return matches (league) came up for discussion but the meeting was against it and the matter was dropped.

No Larger Wickets!

Mr. Brace then addressed the meeting on the question of introducing the larger wickets. He asked if any one present would care to express any views on the subject, whereupon Mr. Bowker proposed that the larger wickets be given a trial in the league matches. Lt. Musson said he would second the proposal (on behalf of the Bowlers' Union!) but when put to the vote the motion was defeated.

New entrants to Division I are the Argyle and Sutherland Highlanders. Regarding the difficulty of getting a ground, Lt. Musson said there was a possibility of the Chinese Recreation Club, who are not putting in a side this season, lending their plot to the Highlanders twice a month.

The meeting then terminated with a vote of thanks to the chairman.

The Entries.

The following Clubs have entered for the League:—

Division I.—Kowloon Cricket Club, Civil Service Cricket Club, University, Indian Recreation Club, Royal Navy, Royal Artillery, Hong Kong Cricket Club, Argyle and Sutherland Highlanders, Craigengower Cricket Club.

Division II.—Hong Kong Cricket Club, Club de Recreio, Kowloon Cricket Club, Civil Service Cricket Club, Police Recreation Club, Indian Recreation Club, Royal Engineers, University, Royal Army Service Corps, Royal Signals and Craigengower Cricket Club.

FOOTBALL INTERPORT.

SHANGHAI SENDING DOWN A TEAM.

At the monthly Council meeting of the Hong Kong Football Association held yesterday, it was announced that Shanghai had signified their willingness to send down an interport team during next China New Year.

It was decided by the Council to invite Tientsin also to send a team at the same time.

Preliminary details in connection with the visit were discussed.

Two Lengths Breast Stroke.

1st Heat.—1, Coleman; 2, Thorpe.

2nd Heat.—1, Hemsley; 2, Yone and Gillespie, dead heat.

Two Lengths Handicap, open to sons of Police and Prison Departments. The following qualified for the finale:—L. Hunt, L. Reynolds, N. Booker, C. Evans, N. Reynolds, A. Moss, B. Marks, and G. Marks.

ENGLISH LEAGUE TEAMS.

PROSPECTS FOR COMING SEASON.

The following comment upon this season's home-side football teams gives some interesting details of personalities and prospects:—

MILLWALL.

After their experience last season, when relegation to the Third Division was narrowly averted, Millwall have reorganised their forces for the coming campaign.

The services of 18 of the old players have been dispensed with and the newcomers, all of whom have youth on their side, have yet to win their spurs in League football. Consequently, their prospects, although not rosy, are full of possibilities and they may furnish a pleasant surprise.

In the team-building process every opportunity has been given to local talent and it is the proud boast of Mr. R. Hunter, the manager, that he can place in the field a team of Londoners born in the immediate neighbourhood. What is more, the majority of these players are young and will improve with experience.

Evidently Millwall have an eye to the future, but it is too much to expect that these players will develop in time to prove their worth during the coming season. For that reason Millwall cannot expect to be in the hunt for promotion, but they are optimistic that in the near future their policy will bring its due reward. In the meantime, they will be content with a safe position in the League, clear of all the anxieties they suffered in the past season.

Of the newcomers only Puisse, a goalkeeper from Aberdeen, has taken part in League football, but great things are expected of Burnett and Jones, full-backs, Hancock, an upstanding centre-half, McMurray, a clever outside-right, and Fielding, a promising inside-left. If they realise expectations the weak spots in the team will be strengthened, and Millwall should have little difficulty in establishing a safe position.

The Amateur Brigade.

It is expected that W. I. Bryant will be able to assist the team regularly, and the services of the amateur international would lend additional stability to the intermediate division. Other prominent amateurs who have signed forms for the club are H. Sheppard, F. Drane, R. Dellow and E. Gilder, all of Ilford, and H. J. Webb, Redhill.

Last season Millwall were the victims of circumstances, and injuries were largely responsible for their poor showing. No fewer than seven operations to players were necessary, and the reserve strength was not equal to the calls made upon it. This year it is hoped that fortune will smile upon the players and that injuries will be few and far between, even although they are better equipped to meet the emergency.

Division I.—Kowloon Cricket Club, Civil Service Cricket Club, University, Indian Recreation Club, Royal Navy, Royal Artillery, Hong Kong Cricket Club, Argyle and Sutherland Highlanders, Craigengower Cricket Club.

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TO-DAY'S RACE AT DONCASTER.

PARENTHESIS, DIOLITE OR ILIAD FOR ST. LEGER?

AGA KHAN'S STABLE NOT FAVOURED.

Opinions differ as to the chances of Parenthesis and Diolite in the St. Leger, which is due to be run at Doncaster to-day. One school of thought feels that Diolite will make amends for his defeat in the Derby, while there are those who consider that Parenthesis has a distinct advantage in this race in that he has shown up very well of late, and further that his sire and dam were both stayers.

Below is given some extracts from Home papers in which it can be seen that the St. Leger, in spite of the shortening of the odds on both Parenthesis and Diolite, is a very open race. Blenheim, the Derby winner, is definitely out. His stable companions, Ruston Pasha and Ut Majeur, however, are still in and may do the trick, though it is unfortunate that both were victims of a recent coughing epidemic in England.

A racing correspondent in the Sunday Dispatch, in a recent issue, wrote:—

Blenheim is not to be counted upon as a St. Leger runner, with the natural consequence that one's discussion of the race must, for the time being, at any rate, cover such as Parenthesis, Diolite, Algonquin, Iliad, Rock Star, Ruston Pasha, Ut Majeur, Singapore, Ramesses II, and Seer. There are about half a dozen others, but mine is a practical construction of the St. Leger field as I see it at the moment.

It really does seem that bookmakers have half closed the door to business on the St. Leger, and when I phoned one of them up yesterday about the price of Parenthesis he replied, without appearing to be at all accommodating: "I suppose about 4 to 1." Maybe he proffered the price in a shamefaced sort of way—conscious that he was laying under the odds. This "safety first" style of bookmaking makes one wonder if all the money expended on advertisements is worth while. I imagine that it stifles the business. It has no enterprise—no imagination. I have been trying to read into the record of Parenthesis a justification for the widespread fancy for him and his pronounced favouritism. Never have I seen a colt bred in such an interesting way, seeing that he is by Son-in-Law—Bracket.

Parenthesis.

It is somewhat opposed to the expert breeders' ideals to blend stamina with stamina as is the case here, for both the sire and dam were chiefly proven in races over long distances, and were in fact winners of the Cesarewitch in their respective racing seasons. They were horses of class and character, and if not exactly a striking individual Parenthesis faithfully reveals the good points of his parents, and chiefly that of stamina. He is now nearly everybody's selected for the St. Leger because he is accepted as the one candidate fully qualified for the job on the one big count—i.e., he will stay the mile and three-quarters. The Beekhampton colt throws out a challenge to the others with which they will find it difficult to compete.

It is quite probable that the Manton stable will get two St. Leger candidates ready—Iliad and Ramesses the Second—and immediately I know what the small punters of the country are going to think.

They wait until the day, single out the colt which is presumably the least fancied by Lawson, and then back him. It is not complimentary to this good trainer, but, then, who can blame them or argue the point when Manton "neglects" so repeatedly confound the stable? But unless Ramesses the Second is equal to the job, I cannot see the St. Leger finding its way to Manton this year.

Diolite and Ruston Pasha are not St. Leger types. I have been a trifle sceptical in dealing with them in the past and Ruston Pasha answered a general snubbing by promptly winning the Eclipse Stakes. But that does not make him win the St. Leger by a long way. The Eclipse and the St. Leger are as different as chalk and cheese, and this is not explained by saying that there is a difference of half a mile in the distances covered.

Diolite.

Another correspondent writing on the chances of the St. Leger, stated:—

It is hard to realise that the summer period in racing is slipping so rapidly away and that the St. Leger will be run soon. I cannot recall a classic which has inspired less discussion at this stage. I happened to glance at the notices of many office firms which usually display their prices on important future events, and there was no mention of the St. Leger! The trouble is that the layers do not know quite how they stand. They are, however, being assured on every hand now that Diolite, the Two Thousand Guineas winner and the third in the Derby, is really being prepared for the last classic.

There had naturally been considerable doubt after the unusual policy was adopted of producing Diolite for a five furlongs race at Ascot, where he was third again—finishing strongly against Stingo and Friarvine. It again made it perfectly clear to me what a nice colt he is at his right distance. Diolite's belated prominence in the St. Leger wagering must raise afresh all the discussion that followed the Derby and we will still be told by some that Ruston Pasha and Diolite "cut each other's throats," though that was not my view nor that of the most interested jockeys.

Ray, who rode Diolite, has always asserted that it was only a true gallop and that, however he had ridden the favourite, that would not make Diolite really stay beyond a mile and a quarter. I think that is most people's idea of Diolite's distance, but the St. Leger has more than once of recent years been won by a doubtful stayer, and class can sometimes be the deciding factor.

So much will depend, in this uneven summer, on galloping conditions (for the turf on the Town Moor can go to violent extremes), and also how the race is run. We can be fairly sure that Diolite will be ridden for speed, and he will not be opposed by two of his own type in the Whatcombe notabilities Blenheim and Ruston Pasha. So Diolite's rider will be out to match speed against stamina.

20 to 1 Winner.

One cannot get very enthusiastic over the stayers, with the possible exception of the Beekhampton hope, Parenthesis, who impressed more at Ascot by the way he won than what he actually accomplished. Such as Seer, Ut Majeur, the Whatcombe representative, Singapore, Ramesses the Second—in the Iliad stable—and Algonquin can be mentioned, but none of them corresponds to the accepted type of a St. Leger winner. That is one reason, at least, why you cannot leave out Diolite, but Parenthesis appeals to me more on safer grounds, for here we have a son of two great stayers in Son-in-Law and Bracket.

Another writer states:— With regard to the three-year-olds, only one of the classic tests remains to be decided, that being, of course, the time-honoured race for the St. Leger Stakes on Doncaster Town Moor, and I understand that in it Diolite is expected to give public demonstration of his ability to stay the full St. Leger course, but as to that I have my doubts.

I do not indeed see why Iliad should not again beat Sir Hugo Hirst, colt, and the best of them may have to reckon with Lord Woolavington's Parenthesis, by Son-in-Law out of Bracket, a very easy winner of the Prince of Wales's Stakes, about a mile and five furlongs, at Ascot.

Lack of stamina should not at all events stand in the way of Parenthesis, seeing that his sire and dam were both winners of the Cesarewitch.

Up to date B. C. Dawson, with a winning credit of 34,727/sovs, has been the most successful trainer of the first half of the season, but he is not so very far ahead of F. Darling, who, after a tardy beginning, has come along with giant strides, notably at Goodwood, and has already amassed 33,331/sovs for distribution among the patrons of his stable. If Parenthesis should win the St. Leger, Fred Darling stands a fair chance of coming out best when the final reckoning is made in November.

Favourite's Jockey.

Parenthesis, the favourite, will be ridden by Freddie Fox, of whom recently a racing writer said:—"Like good wine, Freddie Fox seems to improve with age, and it is safe to say that in all his long and successful career he has never ridden better than he is riding now. A fine judge of pace, a resolute finisher and entirely devoid of 'nerves,' Fred is giving the young idea a bit of a job to peg him back this season; indeed, at the present (Continued on next column.)"

HOME FOOTBALL.

CHELSEA DRAW WITH THE CHAMPIONS.

TOTTENHAM LOSE AGAIN.

(THROUGH REUTER'S AGENCY.)

LONDON, Sept. 8. Sheffield Wednesday, last year's champions, do not appear to have started well this season. They have lost one match and drawn one. Chelsea, the promoted team, did well in depriving the champions of a further point in the matches played today.

Bradford, Burnley, Millwall and the Wolves were all playing on home grounds and won comfortably. The Spurs had another defeat, Preston North End taking the points by an odd goal.

The following were the full results of the matches in the English League:—

Division I.		
Leeds U.	4	Manchester C.
Leicester	2	Sheffield U.
Wednesday	1	Chelsea
West Ham	0	Middlesbro'

Division II.		
Bradford	5	Port Vale
Burnley	5	Notts Forest
Cardiff	1	Everton
Millwall	4	Reading
Oldham	2	Southampton
Preston	2	Tottenham
Swansea	1	Charlton
West Brom	1	Bradford C.
Wolves	5	Stoke

Division III. (Southern).		
Bristol R.	1	Exeter
Coventry	4	Swindon
Fulham	1	Brentford
Luton	2	Brighton
Norhampton	0	Crystal P.
Norwich	2	Notts C.
Southend	6	Torquay
Walsall	3	Bournemouth

Division III. (Northern).		
Barrow	0	Rochdale
Chesterfield	2	Crewe
Gateshead	4	New Brighton
Halifax	0	Doncaster
Rotherham	1	Wrexham

(THROUGH REUTER'S AGENCY.)

moment he has a clear lead in the list of winning jockeys, and it is quite on the cards that the veteran will keep it.

Steve Donoghue, it will be noticed in Reuter's cables, will not be riding in to-day's race, as he was injured in the leg about a month ago. The third favourite, Singapore, is Gordon Richards' mount. Singapore is by Gainsborough out of Tetrabazzia, but has not figured very prominently of late. The demand for this horse is undoubtedly due to public confidence in Gordon Richards.

[For latest starters, jockeys and betting see page 9.]

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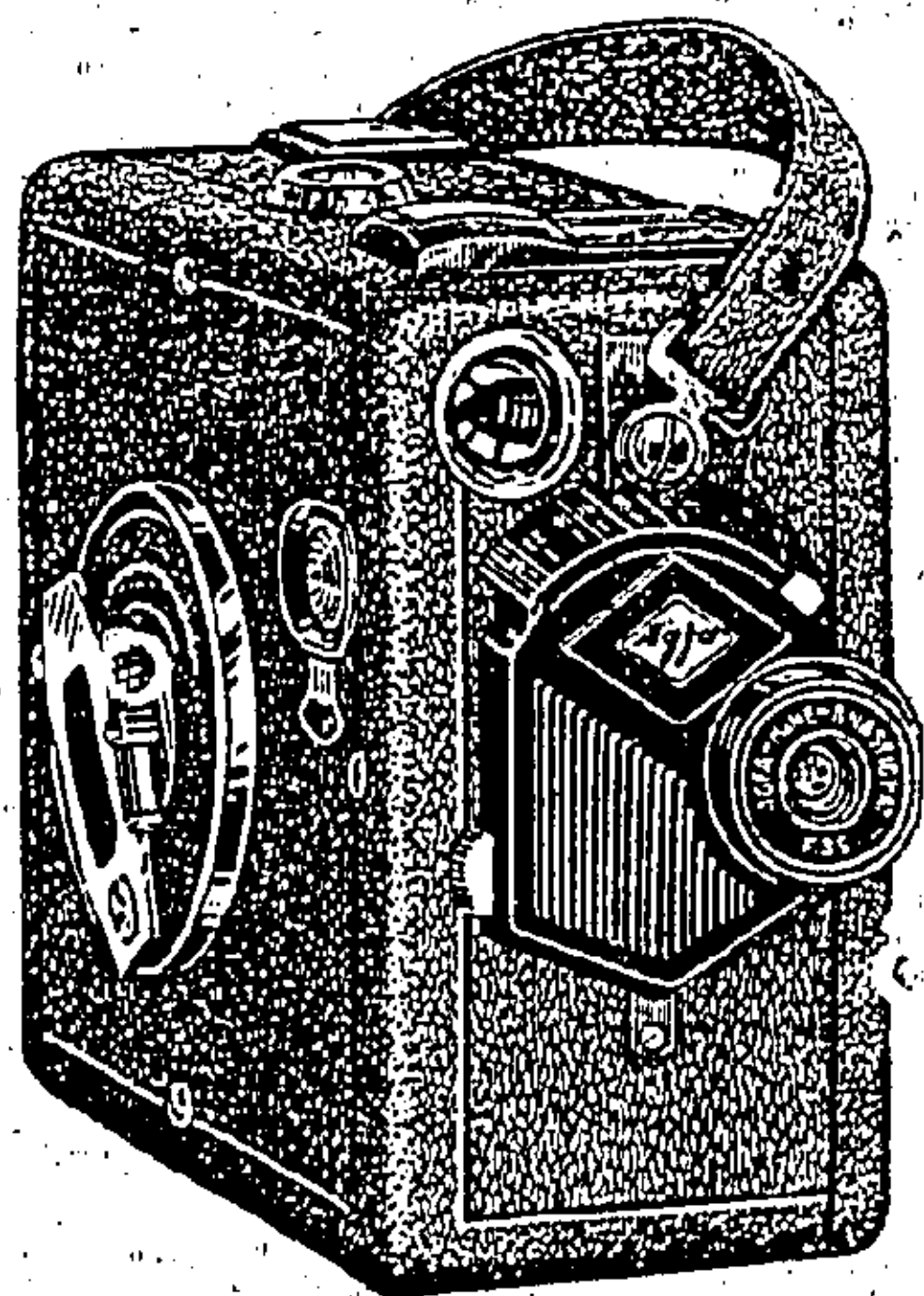
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NOTE CHEAP PRICES:-

In lots of not less than half-ton; delivered to:-

Peak District (above Bowen Road) ... \$23.00
Bowen Road and Lower Levels ... \$21.00
Pokfulam Road ... \$23.00
Kowloon ... \$18.00

Orders should be sent in writing, not by Telephone, at least
24 hours before the coal is required, and orders must be accom-
panied by cash, cheque, or compradore order payable to SZE WAI
& CO.

Please apply for prices of other descriptions of coal
for bunker, factory, and other purposes.

TELEPHONE No. 25009.

SZE WAI & CO.

45, BONHAM STRAND WEST, HONG KONG.
(CANTON BRANCH)-SZE WAI & CO., LOK YU BUN ROAD, CANTON
(Phone No. 13620.)

NEW ADVERTISEMENTS

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to
be held on MONDAY, the 15th DAY
of SEPTEMBER, 1930, at 3 p.m., at
the Office of the Public Works Department,
by Order of His Excellency the Govern-
ment, of One Lot of CROWN LAND at
Wong Nei Chung, in the Colony of
Hong Kong, for a term of 75 years, with
the option of renewal at a Crown Rent
to be fixed by the Surveyor of His
Majesty the King, for one further term
of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rental.	Upset Price.
1	No. 2083	Wong Nei Chung.	N. 1/4 E. 1/4 S. 1/4 W. 1/4	2,500	20	13,125
			As per sale plan.	About 2,500	20	13,125

[9827]

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to
be held on MONDAY, the 15th
DAY of SEPTEMBER, 1930, at 3 p.m.,
at the Office of the Public Works Department,
by Order of His Excellency the Govern-
ment, of One Lot of CROWN LAND at Tai Kok Tsui,
in the Colony of Hong Kong, for a term of 75 years,
with the option of renewal at a Crown Rent
to be fixed by the Surveyor of His
Majesty the King, for one further term
of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rental.	Upset Price.
1	No. 2380	Tai Kok Tsui.	N. 1/4 E. 1/4 S. 1/4 W. 1/4	76	11,573	11,573
			As per sale plan.	About 76	11,573	11,573

[6828]

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to
be held on MONDAY, the 15th
DAY of SEPTEMBER, 1930, at 3 p.m.,
at the Office of the Public Works Department,
by Order of His Excellency the Govern-
ment, of One Lot of CROWN LAND at Wong Nei Chung,
in the Colony of Hong Kong, for a term of 75 years,
with the option of renewal at a Crown Rent
to be fixed by the Surveyor of His
Majesty the King, for one further term
of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rental.	Upset Price.
1	No. 3089	Wong Nei Chung.	N. 1/4 E. 1/4 S. 1/4 W. 1/4	46	32,650	32,650
			As per sale plan.	About 46	32,650	32,650

[9829]

CREDIT FONCIER D'EXTREME-ORIENT.
MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"

Six-roomed and Five-roomed Apartments.

PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas

Modern Construction with Garage.

"CAMBAY BUILDINGS"

Flats with Modern Conveniences.

U.S. BASEBALL RESULTS.

[REUTERS' AMERICAN SERVICE.]

New York, September 8.
In the only National League match played to-day the following was the result:-

National League.

Philadelphia..... 2 Brooklyn 8
(first game).
Philadelphia..... 4 Brooklyn 11
(second game).

CUBS' VICTORY OVER REDS.

DODGERS IN POOR FORM.

[UNITED PRESS.]

New York, September 2.—Ameri-
can League teams rested to-day
after yesterday's holiday double-
headers, with the exception of the
Cleveland Indians and the St. Louis
Browns who played through an 11-
inning contest to a 4-3 victory for
the Indians.

In the National League, the Cubs
once more pulled up in their leader-
ship by winning over the Reds at
Cincinnati by an 8 to 2 score, the
Reds making but three hits and com-
mitting three errors. This brought
the Cubs' percentage up to .392.

The Giants, in second position,
likewise drew up by an 18 to 5 vic-
tory over the Phillies at Philadel-
phia. It was a slugging contest
throughout, with the Giants running
up a total of 30 hits though they
likewise made three errors. The
Phillies made 14 hits and one error.
The Giants' percentage was raised
to .568.

Although the Cards did not play
to-day, their percentage of .550
entitled them to third position when
the Dodgers fell before Boston
to-day by an 0-6 score which pulled
their percentage to .540. The
Dodgers played a poor game, mak-
ing only four hits while they com-
mitted three errors. The Braves' six
runs were based on but an equal
number of hits.

The detailed scores for the day
follow:-

AMERICAN LEAGUE.

Clubs.	R.	H.	E.
Cleveland	4	9	0
St. Louis	3	9	1

NATIONAL LEAGUE.

Clubs.	R.	H.	E.
Brooklyn	0	4	3
Boston	6	6	0
New York	18	20	3
Philadelphia	5	14	1
Chicago	8	10	1
Cincinnati	2	3	3

WORLD'S CHAMPIONS TROUNCE RED SOX.

SENATORS LOSE TO YANKEES.

New York, September 3.—Once
more, the gap between first and
second positions in the American
League widened to-day when the
leaders the world champion Ath-
letics, won at Boston, while the
Senators dropped a game at New
York. The Athletics took an 11-4
decision from the Red Sox, who
stand at the foot of the ranking.
Two errors by the Sox helped the
winners, while they got 16 hits to
Boston's 11.

The Yankees won from Wash-
ington by 10 to 7, with each team
making one error and the Yankees
getting 13 hits to the Senators' nine.

While the National League lead-
ers, the Cubs, were losing to-day,
the Giants, in second place, split
a double-header with the Braves
at Boston. In the first game, the
Giants, despite two errors, turned
11 hits into five runs, while the
Braves could get but three runs
from eight hits. In the second
game, the Braves overcame a handi-
cap of four errors to take an 11-7
victory, making 14 hits to New
York's even dozen.

The Cubs lost by 9 to 6 to the
Pirates at Pittsburgh, although ev-
erything seemed against the Pirates,
who made only five hits but profited
by a number of walks and stolen
bases.

The detailed scores for the day
follow:-

AMERICAN LEAGUE.

Clubs.	R.	H.	E.
Washington	7	9	1
New York	10	13	1

Clubs.	R.	H.	E.
Boston	4	11	2
Philadelphia	11	16	1

NATIONAL LEAGUE.

Clubs.	R.	H.	E.
New York	5	11	2
Boston	2	8	1

Clubs.	R.	H.	E.
New York	7	12	1
Boston	11	14	4

Clubs.	R.	H.	E.
Chicago	6	12	1
Pittsburg	9	5	2

(Continued on next column.)

TAHITI'S HELPER HONOURED.

SAN FRANCISCO'S WELCOME
FOR CAPTAIN OF VENTURA.

[UNITED PRESS.]

San Francisco, Sept. 2.—When
the rescue steamship Ventura docked
here to-day from the South Seas,
San Francisco turned out to do
homage for the vessel's heroic
assistance rendered to the passen-
ger ship Tahiti, which sank with
broken bulkheads after being in
distress for hours.

After achieving transfer of pas-
sengers and crew with the utmost
hazard, the Ventura delivered them
to Pago Pago.

Captain Meyer of the Ventura
was the honored figure in a parade
up Market Street to the Civic
Centre where, on the steps of the
City Hall, Mayor James J. Rolph
received him and in a speech ac-
corded him and his officers and
crew the highest praise.

Whistles of ships in harbour
joined in deafening blasts and the
crowds cheered.

PALATIAL YACHT GOES ASHORE.

AGROUND OFF THE COAST
OF MAINE.

[UNITED PRESS.]

Bar Harbour, Maine, Sept. 3.—
One of the finest yachts in the
world, Mr. J. P. Morgan's new
Corsair, has gone aground on rocks
near here.

Reports to-day from the U.S.
Coast Guard said that the pas-
sengers are safe. Mr. Spencer
Morgan has remained on board the
craft.

The Corsair is latest of a long
line of Morgan craft bearing this
name. It is valued at \$3,500,000
and embodies the utmost in safety,
elegance and convenience. Many of
Mr. Morgan's own ideas, gained
through years of yacht-building ex-
perience, were embodied in the new
Corsair.

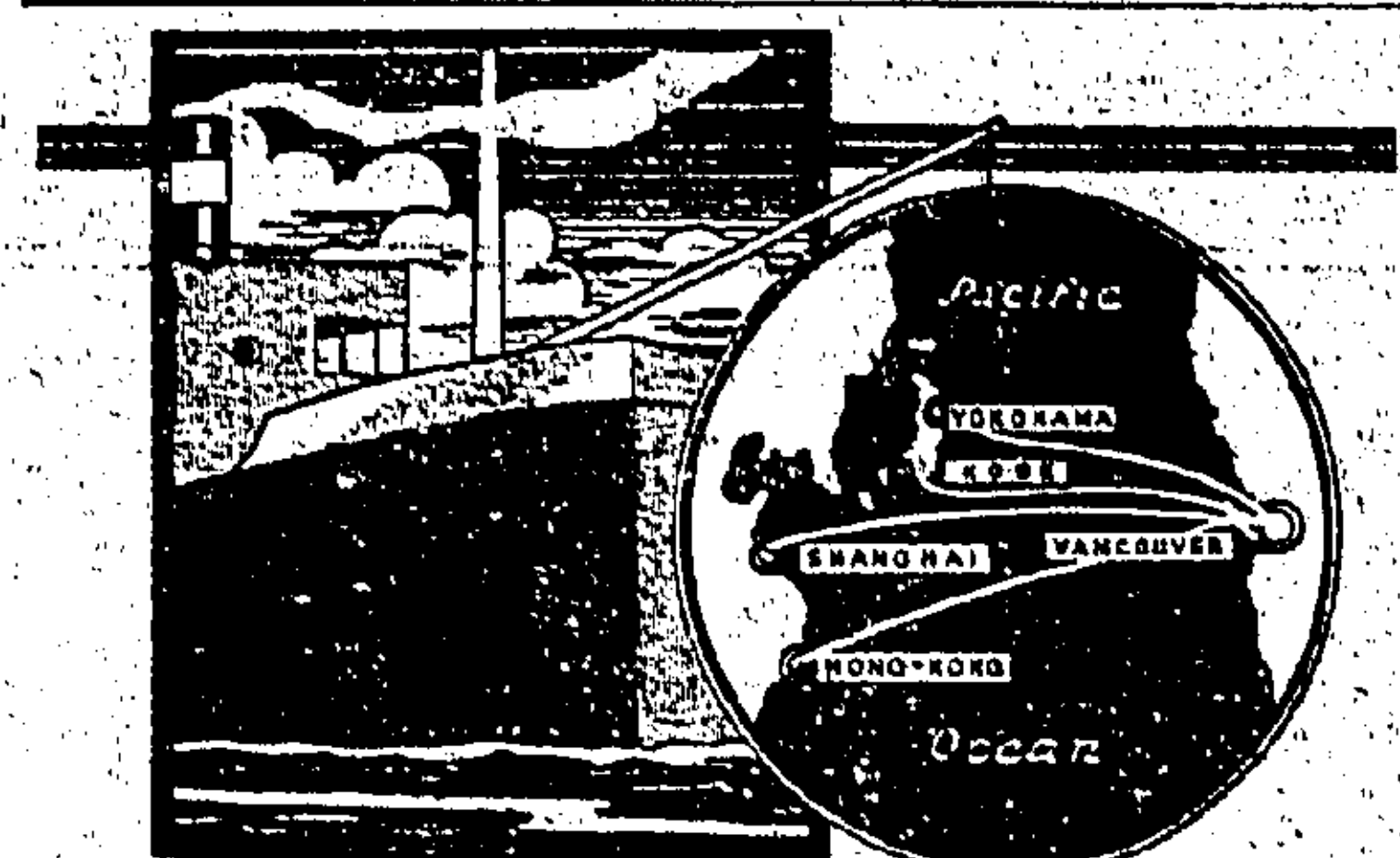
Standings.

AMERICAN LEAGUE.

Clubs.	Won	Lost
Philadelphia	89	45
Washington	82	50
New York	75	56
Cleveland	72	63
Detroit	64	70
Chicago	52	79
St. Louis	52	80
Boston	44	86

NATIONAL LEAGUE.

Clubs.	Won	Lost
Chicago	77	54
New York	74	57
St. Louis	73	59
Brooklyn	73	60
Boston	68	71
Cincinnati	55	74
Philadelphia	43	86



A LOGICAL DISTRIBUTION POINT

THE Port of Vancouver is nearer to you
than any other developed seaport on the
Pacific Coast. Shipments "Via Vancouver" to
rich Canadian and American markets reach
consignees quicker. You save on interest and
insurance charges and give your consignees
more efficient service.

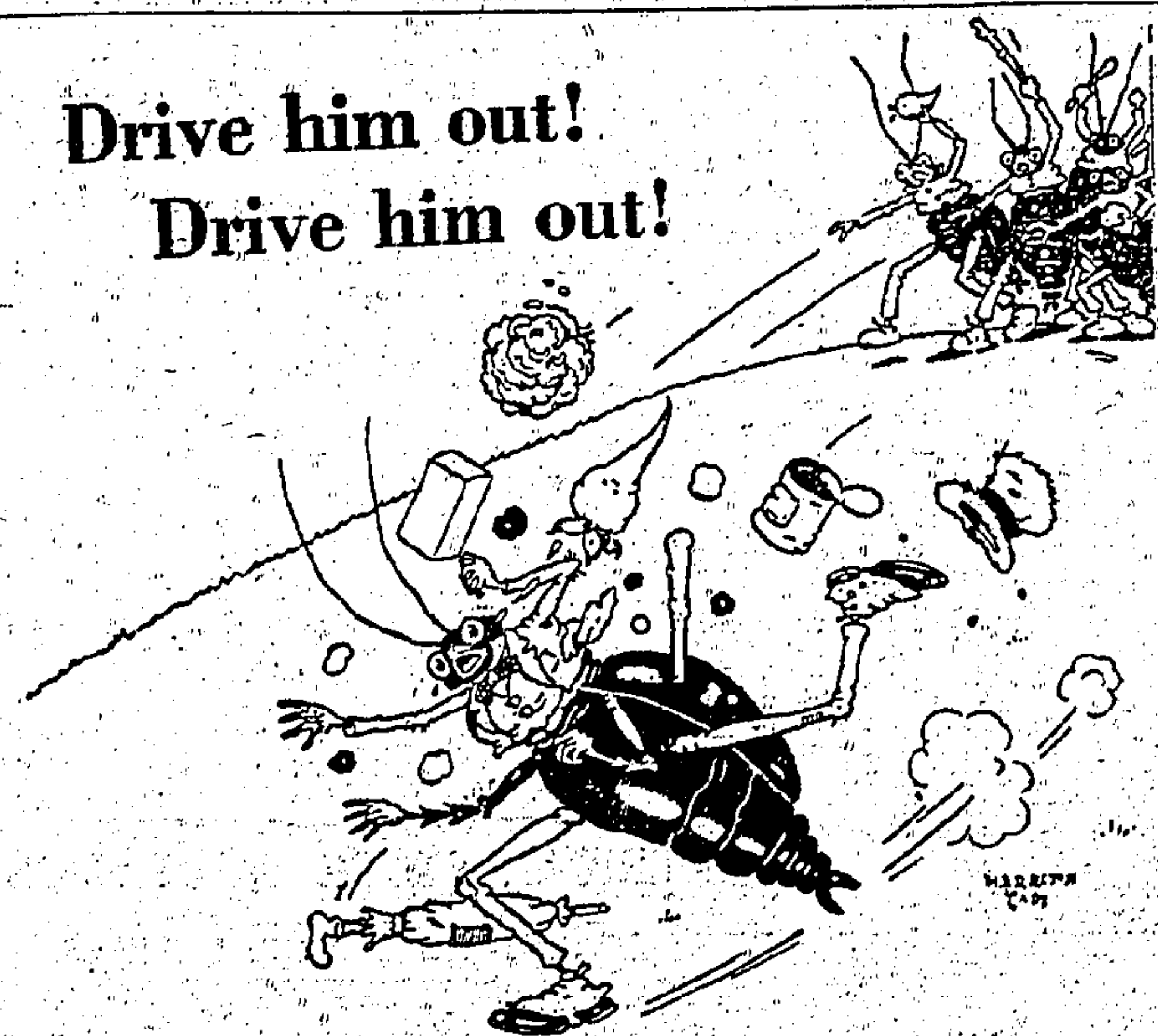
Contributing factors in the greater efficiency
of the "Via Vancouver" route are: Great
port and terminal facilities, two trans-
continental railways and port authorities
whose friendly co-operation speeds the
handling of cargoes. Proof of the economy
of the "Via Vancouver" route lies in the
steady increase in tonnage from the Far East
through this growing seaport. Are you
adopting the economical route via Van-
couver, logical distribution centre for Can-
adian and American markets?

PORT OF
VANCOUVER
VANCOUVER HARBOUR COMMISSIONERS
Vancouver, British Columbia Canada

Glaxo

WITH ADDED SUNSHINE VITAMIN D (Ostein)

Drive him out!
Drive him out!



He'll exterminate us all! He stepped in

PETERMAN'S ROACH FOOD

FATAL TO COCKROACHES.

On Sale at All

Dispensaries & Stores.

RIGHT! He will exterminate them
all!

Peterman's Roach Food extermi-
nates every roach in your house.

It entices roaches from their hiding
places. They carry it on their legs
and bodies back to their nests. They
wrinkle over all the others there
over their young and their eggs.

Every one dies and disintegrates.
No odour. Nothing is left but a little
dry dust.

Don't try to fight roaches with a
spray. No spray can possibly reach
the roaches, the young and the eggs
far behind the baseboards and under
the floors.

Only the right powder can do that.
Peterman's Roach Food is the right
powder.

Money and Markets

NEW YORK STOCK EXCHANGE.

LEADING STOCKS LOWER.

LOWER PROFITS ADDING TO UNSTEADINESS.

[UNITED PRESS.]

New York, September 3.—After early firmness on the New York Stock Exchange to-day, the market sagged and leaders closed lower, says the daily review of the Dow Jones Financial News Agency.

U.S. Steel's decline below 170 resulted in mild pressure on other issues, the close being off two points to 168½ and the Dow Jones average for 30 industrials being off 2.93 to 257.84.

Bethlehem closed up 2½ to 87 in contrast to the movements of many other issues. American Can was down 1½ to 199; Westinghouse was off 3½ to 147½; General Electric was off 1½ to 147½; Chrysler was down 5/8 to 27½; and Du Pont was down 3/8 to 116½.

The Decline in Commodities.

Further declines in the prices of wheat, corn and rye, together with a reduction in the dividends of seven companies and lower chain store profits, contributed to the unsteadiness. Kroger Grocery closed up an eighth to 25½. Montgomery Ward was off 1½ to 35, and Sears Roebuck dropped 3½ to 71½ at the close. General Foods was off a quarter to 37½.

The Dow Jones average for 30 rails was off 34 to 131.56, with New York Central down 2½ to 161½; Pennsylvania off a point to 73; Canadian Pacific up 1½ to 181½; Rock Island up a point to 100; and Union Pacific down three points to 217.

Utilities Lower.

The Dow Jones average for 20 utilities was off 1.18 to 85.48. International Tel. & Tel. rose a half to 41½, but American Tel. & Tel. was down 1½ to 213½, with Pacific Lighting off 1½ to 77½. Standard Gas off 3/8 to 103½ and Columbia Gas off 1/8 to 59½.

Sales for the day totalled 1,744,530 shares. Call money was up half a point to 2½ per cent.

QUOTATIONS.

New York, Sept. 4.

Market Week.	Business done, 1,744,520 shares.	Sept. 2	3
Adams Express	...	271	283
American Can	...	1301	129
American & Foreign Power	...	768	714
American Smelting	...	682	69
American Tel. & Tel.	...	213	213½
American Tobacco	...	257	252
American Waterworks	...	904	89
Anacosta Copper	...	444	45
Atlantic Refining	...	108	101
Baltimore & Ohio	...	844	87
Bethlehem Steel	...	291	294
Borg Warner	...	134	134
Calumet & Hecla	...	1794	1814
Canadian Pacific Railway	...	99	100
Chicago Rock Island	...	254	271
Chrysler	...	604	594
Cities Service Company	...	171	164
Columbia Gas & Electric	...	131	134
Columbia Graphophone	...	34	34
Commonwealth & Southern	...	1094	107
Commonwealth & S. Warr.	...	131	134
Consolidated Gas of N. Y.	...	104	107
Continental Oil	...	131	134
Corn Products	...	64	64
Curtis Wright, Common	...	120	116
De Pont de Nemours	...	218	218
Electric Bond & Share	...	82	82
Erie Railway	...	721	714
Ex Film	...	574	574
General Electric	...	144	144
General Foods	...	37	37
General Motors	...	82	82
General Railway Signal	...	42	41
Gold Dust	...	23	22
Goodrich Rubber	...	23	22
Goodyear Tire & Rubber	...	23	22
Granby	...	99	97
Harcourt Chocolate	...	65	65
International Cement	...	54	54
International Combustion Eng.	...	81	79
International Harvester	...	243	244
International Nickel	...	68	68
International Tel. & Tel.	...	41	41
Johns-Manville	...	84	84
Kennecott Copper	...	271	271
Kroger Grocery	...	254	254
Liggett & Myers	...	1004	994
Louisiana Steel	...	231	22
Montgomery Ward	...	35	35
Norfolk Consolidated Copper	...	134	14
New York Central	...	161	161
Packard Motor Car	...	79	77
Packard Motor Car	...	124	124
Paramount-Public Corporation	...	614	604
Pennsylvania Railroad	...	74	73
Phillips Petroleum	...	104	104
Public Service of New Jersey	...	84	83
Radio Corporation	...	414	39
Railo Keith Orpheum	...	28	28
Reynolds Tobacco	...	124	124
Sears Roebuck	...	71	71
Shell Union	...	144	144
Simmons Company	...	264	254
Southern California Edison	...	104	104
Standard Gas & Electric	...	104	104
Standard Oil of New Jersey	...	694	704
Standard Oil of New York	...	314	31
Texas Corporation	...	614	614
Texas Gulf Sulphur	...	584	59
Timken Roller Bearing	...	68	68
Trans America	...	23	23
Union Carbide & Carbon	...	794	794
Union Pacific Railway	...	220	217
United Aircraft & Transport	...	37	36
United Gas & Improvement	...	204	204
United States Rubber	...	1704	1704
United States Steel	...	324	324
Vanadium	...	28	28
Warner Bros. Pictures	...	164	147
Westinghouse E. & M.	...	89	89
Woolworth	...	89	89

CANTON TRADE NOTES.

Demand for flour is not healthy and the market is overstocked. Prices are steady.

Foodstuffs imported from the North on Monday were 30,000 bags flour, 3,697 bags beans, 1,930 bags groundnut, and 900 bags groundnut cakes.

Some 113,336 rolls of foreign piece goods were imported during last month showing an increase of 13,628 rolls over the corresponding period of last year.

Prices of Chinese paper have gone up owing to short arrivals. Demand for foreign paper is not keen on account of higher prices caused by the exchange.

The export of tea to the United States has decreased during the past few years owing to Japanese competition. It is reported that Japan produces over 80,000,000 pounds of tea annually. Over 30,000,000 pounds are exported, of which about 77 per cent. is consumed in the United States.

COLONY'S TRADE.

STATISTICS FOR MONTH OF JULY.

Returns of the Colony's trade issued by the Statistical Branch of the Imports and Exports Department for the month of July show the total value of imports as \$58,694,877, including \$4,378,121 classified as treasure. The total is made up of \$8,568,458 from the United Kingdom, \$4,182,581 from British Dominions and Possessions, \$14,790,556 from China, and \$31,153,284 from other countries.

Total exports are valued at \$55,540,834 including a little over 21 million for treasure. The details are: United Kingdom \$473,592, British Dominions and Possessions \$5,684,329, China \$24,140,453 and other countries \$25,242,460.

The total tonnage of ocean-going steamers entering the Colony during July was 1,241,162 for 513 vessels, of which 211 were British, 103 Japanese and 52 Chinese. River steamers gave a tonnage of 357,894 for 427 vessels, including 308 British and 104 Chinese.

During the month there were 611 departures of ocean-going steamers, including 211 British and 103 Japanese, the total tonnage being 1,237,255. The tonnage of river steamers departures was 358,558 for 424 vessels including 308 British and 90 Chinese.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	RUGBY, Sept. 8.
Paris	123.825
New York	4.861
Brussels	34.85
Geneva	25.055
Amsterdam	12.075
Milan	92.825
Berlin	20.415
Stockholm	18.065
Copenhagen	18.16
Oslo	18.17
Vienna	34.425
Prague	163
Helsingfors	193 3/16
Madrid	44.95
Lisbon	108.25
Athens	375
Bucharest	814
Rio	4 13/16
Buenos Aires	391
Montevideo	40
Bombay	1/65
Shanghai	1/73
Hong Kong	1/3 11/16
Yokohama	2/0 13/32
Silver, spot & forward	164

AMERICAN STOCK QUOTATIONS.

LATEST WALL STREET PRICES.

The following quotations have been received from their correspondents, Messrs. Hayden, Stone & Co., of New York, by Messrs. Swan, Culbertson & Fritz, Sassoon House, Shanghai, (cable address: "Swanstock," Shanghai), who are not responsible for cable mutilations.

Tone of Market—Irrregular.		New York, Sept. 8, 1930.	
No. of Shares done—2,500,000.			
Call Money.—2½ per cent.			
	Last	Latest	
	Dividend.		
American Smelting	4	71	
Anacosta Copper	3.80	474	
Baltimore and Ohio	7	101	
Borg Warner	3	30	
Continental Oil	None	19	
City Service Common	30c. A	Unq.	
Curtis Wright Common	None	7	
Eastman Kodak	18	218	
Electric Bond and Share	6	84	
General Motors	30	47	
General Railway Signal	5	82	
Gold Dust	2½	42	
Goodyear Tire and Rubber	5	53	
Granby Consolidated	3	23	
International Cement	4	67	
International Nickel	1	28	
Montgomery Ward	3	38	
Radio Corp.	None	41	
Radio Keith Orpheum	None.	37	
Sears Roebuck & Co.	24½	72	
Simmons Co.	3	23	
Standard Oil of New Jersey	3	70	
Standard Oil Co. of New York	1.60	31	
Union Carbide and Carbon	2.00	80	
United Aircraft and Transport	None.	62	
United States Rubber	None.	21	
United States Steel	7	171½	

LIKIN ABOLITION

IMPORTANT STATEMENT BY MINISTRY OF FINANCE.

Shanghai, Sept. 4.—Although the Ministry of Finance has long fixed October 10 next to be the date on which China would abolish her *likin* duty and install a new "National Tariff," judging from the fact that after the abolition of *likin* the Government would not be able to meet her demands, particularly at this time, when the expedition against the North is at its height, the Government's proposal in this respect will be postponed indefinitely.

On this subject a special interview was granted by a responsible official of the Ministry and a correspondent of the Kuo Wen News Agency at the Shanghai Office of the Ministry this afternoon. In theory, said the Ministry's spokesman, *likin* ought to have been done away with long ago, as it does the people no good but rather harm. In fact, the Government finds it very difficult to have this "tax" abolished. Under present conditions, the Ministry believes that even the "Trade Tax," which has caused much complaint from the people, is not so easy to abolish. The simple reason is that the Government is now at war with the insurgents and requires much money to finance the expedition. Moreover, since the Government has not yet been able to unify her finance she would be in great danger if she gave up her revenue source in the form of *likin* and received none from the various provincial governments.

Judging from present circumstances it will not be possible for the Government to abolish *likin* and to install a new national tariff by October 10. In my personal opinion, the Ministry's representative concluded, the earliest date for doing this would be in the 20th year of the Republic, that is to say 1931.

RUBBER TROUBLES.

LONDON PLAN FOR CONTROLLING MARKET.

London, August 30.—Mining Lane is now discussing the new rubber restriction scheme, which according to the *Morning Post*, is to be determined, not on price, but by the world stock level.

The underlying principle is that supplies should be curtailed or released according as world stocks rise or fall the agreed "pivot" surplus, which gives a reasonable margin of safety to the consumers. Such margin will be provided if stocks exceeded the three months' supply. Assuming that four months' supply is a reasonable figure and the world consumption rate is 750,000 tons yearly, the "pivot" surplus will be 250,000 tons.

CEYLON AND RUBBER RESTRICTION.

PLANTERS NOT IN FAVOUR OF THE DUTCH SCHEME.

Colombo, Sept. 2.—A referendum has just taken place among the rubber producers of Ceylon on the initiative of the Dutch groups who are seeking to bring together rubber interests.

In opposition to the proposals which were made, the local producers decided against any new restriction project.

Better Tendency in Rubber Shares. Paris, Sept. 3.—Rubber shares have been favourably influenced by the persistent efforts made towards restriction, and an improvement has taken place in their prices.

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE.

SHAREBROKERS' ASSOCIATION.

TUESDAY, SEPTEMBER 9.

Banks									
\$1,510	...	...	...	...	...	...	...	...	...
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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Harrison, Dollar, Sept. 21.
Pres. Johnson, Dollar, Oct. 5.

AMOI.

Ninghai, B. & S., Sept. 10.
Ninghai, B. & S., Sept. 11.
Haiching, Douglas, Sept. 12.
Tjmanock, J.C.J.L., Sept. 12.
Anhui, B. & S., Sept. 15.
Haiching, Douglas, Sept. 16.
Tjmanock, J.C.J.L., Sept. 17.
Tainan, B. & S., Sept. 17.
Kumsang, Jardine's, Sept. 19.
Kwangtung, B. & S., Sept. 21.
Tilawa, B.I., Sept. 23.
Suisang, Jardine's, Sept. 23.
Namsang, Jardine's, Oct. 5.

ANTWERP.

Agra, Gilman's, Sept. 12.
Kashima Maru, N.Y.K., Sept. 20.
Afrika, Manners, Sept. 23.
Kashgar, P. & O., Sept. 27.
Yasukuni Maru, N.Y.K., Oct. 4.
Shantung, Gilman's, Oct. 10.

AUSTRALIAN PORTS.

Atsuta Maru, N.Y.K., Sept. 23.
Taiping, B. & S., Sept. 23.
St. Albans, E. & A., Oct. 3.

BALTIC PORTS.

Afrika, Manners, Sept. 23.

BALTIMORE.

Lossbank, Bank, Sept. 17.
Machon, B.F., Sept. 19.
City of Chester, Bank, Oct. 7.

BANGKOK.

Kayang, B. & S., Sept. 14.
Kwangchow, B. & S., Sept. 21.

BARCELONA.

Sauerland, Jeeben, Sept. 12.

BELAWAN-DELL.

Cremor, J.C.J.L., Sept. 11.

BOMBAY.

Kaga Maru, N.Y.K., Sept. 11.
Sado Maru, N.Y.K., Sept. 11.
Mantua, P. & O., Sept. 13.
Alipore, P. & O., Sept. 17.
Malacca Maru, N.Y.K., Sept. 27.
Venezia, Dodwell's, Oct. 5.

BOSTON.

Tai Ping, Dodwell's, Sept. 16.
Lossbank, Bank, Sept. 17.
Machon, B.F., Sept. 19.
Pres. Harrison, Dollar, Sept. 21.
Taketo Maru, N.Y.K., Sept. 21.
Royal Prince, Furness, Sept. 23.
Pres. Johnson, Dollar, Oct. 5.
Toba Maru, N.Y.K., Oct. 6.
City of Chester, Bank, Oct. 7.

BREMEN.

Lahn, Melchers, Sept. 12.
Derfingler, Melchers, Sept. 19.
Isar, Melchers, Oct. 4.

BRINDISI.

Venezia, Dodwell's, Oct. 5.

CALCUTTA.

Talma, B.I., Sept. 12, 3.30 p.m.
Morioka Maru, N.Y.K., Sept. 15.
Shirala, B.I., Sept. 17.
Hosang, Jardine's, Sept. 18.
Yuenang, Jardine's, Sept. 23.
Takushima Maru, N.Y.K., Sept. 29.
Takada, B.I., Sept. 30.
Kumsang, Jardine's, Oct. 7.
Muronan Maru, N.Y.K., Oct. 8.

CASABLANCA.

Menelaus, B.F., Sept. 16.

CEBU.

Machon, B.F., Sept. 19.

CHEFOO.

Huichow, B. & S., Sept. 16.
Kueichow, B. & S., Sept. 30.

COLOMBO.

Kaga Maru, N.Y.K., Sept. 11.
Sado Maru, N.Y.K., Sept. 11.
Mantua, P. & O., Sept. 13.
Lyons Maru, N.Y.K., Sept. 16.
Sphinx, M.M., Sept. 16.
Alipore, P. & O., Sept. 17.
Kashima Maru, N.Y.K., Sept. 20.
Pres. Harrison, Dollar, Sept. 21.
Glenamoy, Jardine's, Sept. 23.
Kashgar, P. & O., Sept. 27.
Malacca Maru, N.Y.K., Sept. 27.
General Metzing, M.M., Sept. 30.
Patroclus, B.F., Oct. 1.
Yasukuni Maru, N.Y.K., Oct. 4.
Pres. Johnson, Dollar, Oct. 5.
Venezia, Dodwell's, Oct. 8.

COPENHAGEN.

Afrika, Manners, Sept. 23.

DALNY.

Chinhua, B. & S., Sept. 15.
Antenor, B.F., Sept. 20.

DUTCH PORTS.

Agra, Gilman's, Sept. 12.
Lahn, Melchers, Sept. 12.
Sauerland, Jeeben, Sept. 12.
City of Lille, Bank, Sept. 13.
Menelaus, B.F., Sept. 16.
Derfingler, Melchers, Sept. 19.
Kashima Maru, N.Y.K., Sept. 20.
Afrika, Manners, Sept. 23.
Glenamoy, Jardine's, Sept. 23.
Kashgar, P. & O., Sept. 27.
Patroclus, B.F., Oct. 1.
Isar, Melchers, Oct. 4.
Yasukuni Maru, N.Y.K., Oct. 4.
City of Mobile, Bank, Oct. 9.
Shantung, Gilman's, Oct. 10.

FOOCHOW.

Haiching, Douglas, Sept. 12.
Haiching, Douglas, Sept. 16.
Huichow, B. & S., Sept. 16.
Cheongshing, Jardine's, Sept. 19.
Chipshing Jardine's, Sept. 23.
Kueichow, B. & S., Sept. 30.

GENOA.

Sauerland, Jeeben, Sept. 12.
Lyons Maru, N.Y.K., Sept. 13.
Derfingler, Melchers, Sept. 19.
Oanfa, B.F., Sept. 20.
Pres. Harrison, Dollar, Sept. 21.
Pres. Johnson, Dollar, Oct. 5.
Venezia, Dodwell's, Oct. 8.

GLASGOW.

Lyons Maru, N.Y.K., Sept. 16.
Oanfa, B.F., Sept. 20.
Patroclus, B.F., Oct. 1.

HAIPEONG AND HOIHOW.

Chengtu, B. & S., Sept. 19.

HAMBURG.

Agra, Gilman's, Sept. 12.
Lahn, Melchers, Sept. 12.
Sauerland, Jeeben, Sept. 12.
City of Lille, Bank, Sept. 13.
Menelaus, B.F., Sept. 16.
Derfingler, Melchers, Sept. 19.
Afrika, Manners, Sept. 23.
Glenamoy, Jardine's, Sept. 23.
Isar, Melchers, Oct. 4.
City of Mobile, Bank, Oct. 9.
Shantung, Gilman's, Oct. 10.

HAVRE.

Oanfa, B.F., Sept. 20.
Afrika, Manners, Sept. 23.

HONOLULU.

Asama Maru, N.Y.K., Sept. 18.
Taiyo Maru, N.Y.K., Sept. 28.
Heiyo Maru, N.Y.K., Sept. 30.
Chichibu Maru, N.Y.K., Oct. 9.

ILOILO.

Machon, B.F., Sept. 19.
St. Albans, E. & A., Oct. 3.

JAPAN PORTS.

Siberia Maru, N.Y.K., Sept. 10.
Malwa, P. & O., Sept. 12.
Muensterland, Jeeben, Sept. 12.
Teucer, B.F., Sept. 12.
Nanking, Gilman's, Sept. 13.
Persus, B.F., Sept. 13.
Andre Lebon, M.M., Sept. 15.
Leverkusen, Jeeben, Sept. 15.
City of Harford, Bank, Sept. 16.
Tai Ping, Dodwell's, Sept. 16.
Kaga Maru, N.Y.K., Sept. 17.
Emp. of Russia, C.P.S., Sept. 17.
Asama Maru, N.Y.K., Sept. 18.
Mirzapore, P. & O., Sept. 18.
Rangoon Maru, N.Y.K., Sept. 18.
Kumsang, Jardine's, Sept. 19.
Yamagata Maru, N.Y.K., Sept. 19.
Fushimi Maru, N.Y.K., Sept. 20.
Taketo Maru, N.Y.K., Sept. 20.
Toyooka Maru, N.Y.K., Sept. 21.
Nagapore, P. & O., Sept. 23.
Hikawa Maru, N.Y.K., Sept. 24.
Delhi, Gilman's, Sept. 25.
Tilawa, B.I., Sept. 25.
Khyber, P. & O., Sept. 26.
Orestes, B.F., Sept. 26.
Suisang, Jardine's, Sept. 26.
Nagato Maru, N.Y.K., Sept. 27.
Taiyo Maru, N.Y.K., Sept. 27.
Pothos, M.M., Sept. 27.
Tamba Maru, N.Y.K., Sept. 29.
Telemachus, B.F., Sept. 29.
Glenluc, Jardine's, Sept. 30.
Heiyo Maru, N.Y.K., Sept. 30.
Sauerland, Jeeben, Sept. 30.
Hilda, Dodwell's, Oct. 1.
Emp. of Japan, C.P.S., Oct. 2.
Aller, Melchers, Oct. 4.
Namsang, Jardine's, Oct. 5.
Toba Maru, N.Y.K., Oct. 6.
Nellore, E. & S., Oct. 7.
Teve, Dodwell's, Oct. 7.
Chichibu Maru, N.Y.K., Oct. 8.
Ixion, B.F., Oct. 10.
Morea, P. & O., Oct. 10.
Pembrokehire, Jardine's, Oct. 10.

JAVA PORTS.

Tjikarang, J.C.J.L., Sept. 16.
Tjikembang, J.C.J.L., Sept. 23.
Tjibadak, J.C.J.L., Sept. 30.
Tjmanock, J.C.J.L., Oct. 7.

LIVERPOOL.

Lyons Maru, N.Y.K., Sept. 13.
Oanfa, B.F., Sept. 20.

LONDON.

City of Lille, Bank, Sept. 13.
Mantua, B. & O., Sept. 13.
Menelaus, B.F., Sept. 16.
Kashima Maru, N.Y.K., Sept. 20.
Glenamoy, Jardine's, Sept. 23.
Kashgar, P. & O., Sept. 27.
Patroclus, B.F., Oct. 1.
Yasukuni Maru, N.Y.K., Oct. 4.
City of Mobile, Bank, Oct. 9.
Venezia, Dodwell's, Oct. 8.

LOS ANGELES.

Tai Ping, Dodwell's, Sept. 16.
Asama Maru, N.Y.K., Sept. 18.
Pres. Jackson, A.M.L., Sept. 23.
Taiyo Maru, N.Y.K., Sept. 28.
Heiyo Maru, N.Y.K., Sept. 30.
Pres. McKinley, A.M.L., Oct. 7.
Chichibu Maru, N.Y.K., Oct. 9.

MANILA.

Pres. Jackson, A.M.L., Sept. 13.
Tjmanock, J.C.J.L., Sept. 16.
Derfingler, Melchers, Sept. 19.
Machon, B.F., Sept. 19.
Pres. Harrison, Dollar, Sept. 21.
Atsuta Maru, N.Y.K., Sept. 23.
Pres. Taft, Dollar, Sept. 23.
Taiping, B. & S., Sept. 23.
Emp. of Japan, C.P.S., Sept. 24.
Pres. McKinley, A.M.L., Sept. 27.
Tjibadak, J.C.J.L., Sept. 30.
St. Albans, E. & A., Oct. 3.
Pres. Johnson, Dollar, Oct. 5.
City of Chester, Bank, Oct. 7.

MARSEILLES.

Lahn, Melchers, Sept. 12.
Lyons Maru, N.Y.K., Sept. 13.
Mantua, P. & O., Sept. 13.
Menelaus, B.F., Sept. 16.
Sphinx, M.M., Sept. 16.
Kashima Maru, N.Y.K., Sept. 20.
Pres. Harrison, Dollar, Sept. 21.
Afrika, Manners, Sept. 23.
Kashgar, P. & O., Sept. 27.
General Metzing, M.M., Sept. 30.
Patroclus, B.F., Oct. 1.
Isar, Melchers, Oct. 4.
Yasukuni Maru, N.Y.K., Oct. 4.
Pres. Johnson, Dollar, Oct. 5.

NAPLES.

Pres. Harrison, Dollar, Sept. 21.
Royal Prince, Furness, Sept. 23.
Pres. Johnson, Dollar, Oct. 5.

NEW YORK, BOSTON, etc.

Tai Ping, Dodwell's, Sept. 16.
Lossbank, Bank, Sept. 17.
Machon, B.F., Sept. 19.
Pres. Harrison, Dollar, Sept. 21.
Taketo Maru, N.Y.K., Sept. 21.
Royal Prince, Furness, Sept. 23.
Pres. Johnson, Dollar, Oct. 5.
Toba Maru, N.Y.K., Oct. 6.
City of Chester, Bank, Oct. 7.

NEWCHANG.

Chinhua, B. & S., Sept. 15.

NORTH CHINA PORTS.

Antenor, B.F., Sept. 20.
Taketo Maru, N.Y.K., Sept. 21.
Saarbrücken, Melchers, Sept. 24.
Toba Maru, N.Y.K., Oct. 6.

PANAMA.

Tai Ping, Dodwell's, Sept. 16.
Taketo Maru, N.Y.K., Sept. 21.
Heiyo Maru, N.Y.K., Sept. 30.
Toba Maru, N.Y.K., Oct. 6.

PENANG.

Cremor, J.C.J.L., Sept. 11.
Kaga Maru, N.Y.K., Sept. 11.
Sado Maru, N.Y.K., Sept. 11.
Talma, B.I., Sept. 12, 3.30 p.m.
Mantua, P. & O., Sept. 13.
Morioka Maru, N.Y.K., Sept. 15.
Alipore, P. & O., Sept. 17.
Shirala, B.I., Sept. 17.
Hosang, Jardine's, Sept. 18.
Kashima Maru, N.Y.K., Sept. 20.
Pres. Harrison, Dollar, Sept. 21.
Kashgar, P. & O., Sept. 27.
Yuenang, Jardine's, Sept. 23.
Takushima Maru, N.Y.K., Sept. 29.
General Metzing, M.M., Sept. 30.
Takada, B.I., Sept. 30.
Patroclus, B.F., Oct. 1.
Isar, Melchers, Oct. 4.
Yasukuni Maru, N.Y.K., Oct. 4.
Pres. Johnson, Dollar, Oct. 5.
Kumsang, Jardine's, Oct. 7.
Muronan Maru, N.Y.K., Oct. 8.

RANGOON.

Talma, B.I., Sept. 12, 3.30 p.m.
Morioka Maru, N.Y.K., Sept. 15.
Takushima Maru, N.Y.K., Sept. 29.
Muronan Maru, N.Y.K., Oct. 8.

SAIGON.

Sphinx, M.M., Sept. 16.
General Metzing, M.M., Sept. 30.

SANDAKAN.

Hinsang, Jardine's, Sept. 29.
St. Albans, E. & A., Oct. 3.

SAN FRANCISCO.

Tai Ping, Dodwell's, Sept. 16.
Asama Maru, N.Y.K., Sept. 18.
Taketo Maru, N.Y.K., Sept. 21.
Pres. Jackson, A.M.L., Sept. 23.
Chichibu Maru, N.Y.K., Sept. 23.
Taiyo Maru, N.Y.K., Sept. 28.
Heiyo Maru, N.Y.K., Sept. 30.
Toba Maru, N.Y.K., Oct. 6.
Pres. McKinley, A.M.L., Oct. 7.
Chichibu Maru, N.Y.K., Oct. 9.

SCANDINAVIAN PORTS.

Agra, Gilman's, Sept. 12.
Afrika, Manners, Sept. 23.
Shantung, Gilman's, Oct. 10.

SEATTLE.

Teucer, B.F., Sept. 12.
Pres. Pierce, Dollar, Sept. 16.
Hikawa Maru, N.Y.K., Sept. 24.
Pres. Taft, Dollar, Sept. 30.
Nellore, E. & S., Oct. 10.

SHANGHAI.

Kwongang, Jardine's, Sept. 10.
Ninghai, B. & S., Sept. 10.
Siberia Maru, N.Y.K., Sept. 10.
Taiyuan, B. & S., Sept. 12.
Malwa, P. & O., Sept. 12.
Muensterland, Jeeben, Sept. 12.
Tjmanock, J.C.J.L., Sept. 12.
Nanking, Gilman's, Sept. 13.
Persus, B.F., Sept. 13.
Chikang, Jardine's, Sept. 14.
Sinkiang, B. & S., Sept. 14.
Andre Lebon, M.M., Sept. 15.
Chinhua, B. & S., Sept. 15.
Leverkusen, Jeeben, Sept. 15.
City of Harford, Bank, Sept. 16.
Szechuen, B. & S., Sept. 16.
Tai Ping, Dodwell's, Sept. 16.
Aki Maru, N.Y.K., Sept. 17.
Emp. of Russia, C.P.S., Sept. 17.
Fooshing, Jardine's, Sept. 17.
Tjibadak, J.C.J.L., Sept. 17.
Tainan, B. & S., Sept. 17.
Asama Maru, N.Y.K., Sept. 18.
Mirzapore, P. & O., Sept. 18.
Rangoon Maru, N.Y.K., Sept. 18.
Kumsang, Jardine's, Sept. 19.
Antenor, B.F., Sept. 20.
Fushimi Maru, N.Y.K., Sept. 20.

SHANGHAI—(Continued).

Kwaisang, Jardine's, Sept. 21.
Taketo Maru, N.Y.K., Sept. 21.
Toyooka Maru, N.Y.K., Sept. 21.
Nagapore, P. & O., Sept. 23.
Hikawa Maru, N.Y.K., Sept. 24.
Hopsang, Jardine's, Sept. 24.
Saarbrücken, Melchers, Sept. 24.
Delhi, Gilman's, Sept. 25.
Khyber, P. & O., Sept. 26.
Orestes, B.F., Sept. 26.
Patroclus, B.F., Sept. 27.
Taiyo Maru, N.Y.K., Sept. 29.
Porthos, M.M., Sept. 29.
Tamba Maru, N.Y.K., Sept. 29.
Telemachus, B.F., Sept. 29.
Glenluc, Jardine's, Sept. 30.
Sauerland, Jeeben, Sept. 30.
Hilda, Dodwell's, Oct. 1.
Emp. of Japan, C.P.S., Oct. 2.
Aller, Melchers, Oct. 4.
Teiresias, B.F., Oct. 5.
Toba Maru, N.Y.K., Oct. 6.
Nellore, E. & A., Oct. 7.
Teve, Dodwell's, Oct. 7.
Chichibu Maru, N.Y.K., Oct. 9.
Morea, P. & O., Oct. 10.
Pembrokehire, Jardine's, Oct. 10.

SINGAPORE.

Cremor, J.C.J.L., Sept. 11.
Kaga Maru, N.Y.K., Sept. 11.
Sado Maru, N.Y.K., Sept. 11.
Lahn, Melchers, Sept. 12.
Talma, B.I., Sept. 12, 3.30 p.m.
Mantua, P. & O., Sept. 13.
Anhui, B. & S., Sept. 15.
Morioka Maru, N.Y.K., Sept. 15.
Lyons Maru, N.Y.K., Sept. 16.
Yuenang, B.F., Sept. 16.
Sphinx, M.M., Sept. 16.
Alipore, P. & O., Sept. 17.
Shirala, B.F., Sept. 17.
Asama Maru, N.Y.K., Sept. 18.
Hosang, Jardine's, Sept. 18.
Machon, B.F., Sept. 19.
Kashima Maru, N.Y.K., Sept. 20.
Oanfa, B.F., Sept. 20.
Kwangtung, B. & S., Sept. 21.
Pres. Harrison, Dollar, Sept. 21.
Glenamoy, Jardine's, Sept. 23.
Kashgar, P. & O., Sept. 27.
Malacca Maru, N.Y.K., Sept. 27.
Yuenang, Jardine's, Sept. 23.
Takushima Maru, N.Y.K., Sept. 29.
General Metzing, M.M., Sept. 30.
Takada, B.I., Sept. 30.
Patroclus, B.F., Oct. 1.
Isar, Melchers, Oct. 4.
Yasukuni Maru, N.Y.K., Oct. 4.
Pres. Johnson, Dollar, Oct. 5.
City of Chester, Bank, Oct. 7.
Kumsang, Jardine's, Oct. 7.
Venezia, Dodwell's, Oct. 8.

SOUTH AMERICAN PORTS.

Heiyo Maru, N.Y.K., Sept. 30.

SWATOW.

Kwongang, Jardine's, Sept. 10.
Haiching, Douglas, Sept. 12.
Kingyuan, B. & S., Sept. 12.
Chikang, Jardine's, Sept. 14.
Kaying, B. & S., Sept. 14.
Sinkiang, B. & S., Sept. 14.
Anhui, B. & S., Sept. 15.
Haiching, Douglas, Sept. 16.
Huichow, B. & S., Sept. 16.
Szechuen, B. & S., Sept. 16.
Cheongshing, Jardine's, Sept. 17.
Kwaisang, Jardine's, Sept. 21.
Kwangtung, B. & S., Sept. 21.
Hopsang, Jardine's, Sept. 24.
Chipshing Jardine's, Sept. 23.
Kueichow, B. & S., Sept. 30.

TIENTSIN.

Huichow, B. & S., Sept. 16.
Cheongshing, Jardine's, Sept. 19.
Chipshing Jardine's, Sept. 23.
Kueichow, B. & S., Sept. 30.

TRIESTE AND VENICE.

Venezia, Dodwell's, Oct. 8.

TSINGTAO.

Kwongang, Jardine's, Sept. 10.
Chikang, Jardine's, Sept. 14.
Sinkiang, B. & S., Sept. 14.
Szechuen, B. & S., Sept. 16.
Fooshing, Jardine's, Sept. 17.
Kwaisang, Jardine's, Sept. 21.
Kwangtung, B. & S., Sept. 21.
Hopsang, Jardine's, Sept. 24.

VANCOUVER, B.O.

Teucer, B.F., Sept. 12.
Emp. of Russia, C.P.S., Sept. 17.
Hikawa Maru, N.Y.K., Sept. 24.
Emp. of Japan, C.P.S., Oct. 2.
Ixion, B.F., Oct. 10.

VICTORIA, B.O.

Teucer, B.F., Sept. 12.
Pres. Pierce, Dollar, Sept. 16.
Emp. of Russia, C.P.S., Sept. 17.
Hikawa Maru, N.Y.K., Sept. 24.
Pres. Taft, Dollar, Sept. 30.
Emp. of Japan, C.P.S., Oct. 2.
Ixion, B.F., Oct. 10.

VLADIVOSTOCK.

Nanking, Gilman's, Sept. 12.
Persus, B.F., Sept. 12.
Delhi, Gilman's, Sept. 25.
Glenluc, Jardine's, Sept. 30.
Pembrokehire, Jardine's, Oct. 10.

WEIHAIWEI.

Huichow, B. & S., Sept. 16.
Antenor, B.F., Sept. 20.
Kueichow, B. & S., Sept. 30.

EXPECTED ARRIVALS AND MOVEMENTS.

Aki Maru due here Sept. 16.
Alipore due from Japan Sept. 17.
Aller due from Europe Oct. 4.
Andre Lebon due from Saigon Sept. 15.
Antenor due from Singapore Sept. 18.
Asama Maru due from Japan Sept. 17.
Atsuta Maru due here Sept. 22.
Bennevis due from Singapore Sept. 12.
Chichibu Maru due here Oct. 6.
City of Chester due from New York Oct. 6.
City of Harford due from Singapore Sept. 16.
Cremor due from Swatow Sept. 10.
Emp. of Canada due Yokohama Sept. 10, 6 p.m.
Emp. of Japan due from Japan Sept. 24.
Fushimi Maru due here Sept. 20.
Glenluc due from Europe Sept. 29.
Hakata Maru due here Sept. 9.
Heiyo Maru due here Sept. 24.
Hikawa Maru due here Sept. 13.
Ixion due from Japan Sept. 25.
Kaga Maru due here Sept. 10.
Kalyan arrived London Sept. 7, 10 p.m.
Kashgar due from Japan Sept. 27.
Kashima Maru due here Sept. 27.
Khyber due from Europe Sept. 25.
Lahn due from Shanghai Sept. 12.
Leverkusen due from Europe Sept. 15.
Lyons Maru due here Sept. 15.
Malacca Maru due here Sept. 28.
Malwa due from Singapore Sept. 11 about noon.
Mantua due from Shanghai Sept. 12.
Menelaus due from North China ports Sept. 16.
Mirzapore due from Singapore Sept. 17.
Morea due from Europe Oct. 9.
Morioka Maru due here Sept. 14.
Muensterland due from Europe Sept. 11.
Muronan Maru due here Oct. 7.
Nagato Maru due here Sept. 28.
Nagapore due from Europe Sept. 22.
Nellore arrived from Manila Aug. 11.
Nellore due from Australia Oct. 6.
Oanfa due from North China ports Sept. 20.
Orestes due from Europe Sept. 26.
Patroclus due from North China ports Oct. 1.
Pembrokehire due from Europe Oct. 10.
Persus due from Singapore Sept. 13.
Pres. Harrison due from Japan Sept. 20.

Pres. Jackson due from Shanghai Sept. 12.
Pres. Taft due from Japan Sept. 22.
Rangoon Maru due here Sept. 18.
Saarbrücken due from Europe Sept. 24.
Saarland due from Europe Sept. 30.
Sado Maru due from Singapore Sept. 10.
Shinyo Maru due here Oct. 10.
Shirala due from Japan Sept. 15.
Sphinx due from Shanghai Sept. 16.
St. Albans due from Japan Oct. 1.
Taiping (B. & S.) due from Manila Sept. 12.
Taiyo Maru due here Sept. 17.
Takada due from Japan Sept. 28.
Taketo Maru due here Sept. 20.
Taima due from Amoy Sept. 10, 11 p.m.
Tamba Maru due here Sept. 29.
Tango Maru due here Oct.

CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI	"NINGHAI"	On 10th Sept.	5 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 11th Sept.	3 p.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 12th Sept.	3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 14th Sept.	2.30 p.m.
SWATOW & BANGKOK	"KAYING"	On 14th Sept.	3 p.m.
SWATOW, AMOI, SWATOW & S'PORE	"ANHUI"	On 15th Sept.	3 p.m.
S'HAL, NEWPORT & DALNY	"CHINHUA"	On 15th Sept.	5 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 16th Sept.	Noon
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 16th Sept.	2.30 p.m.
AMOI & SHANGHAI	"TSINAN"	On 17th Sept.	6 p.m.
HONGKONG, PAKHOI & HAIPHONG	"OHENGTO"	On 19th Sept.	10 a.m.
AMOI, SWATOW & SINGAPORE	"KWANGTUNG"	On 21st Sept.	10 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 21st Sept.	5 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEIOHOW"	On 30th Sept.	Noon

* Calls at Amoy for Passengers only.

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Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 45 RETURN
LONDON (via Australia), from \$141/10/-
(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
TAIPING	15th Sept.	23rd Sept.	26th Sept.	12th Oct.
CHANGTE	14th Oct.	21st Oct.	24th Oct.	9th Nov.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "AFRIKA"

on or about 23rd SEPTEMBER

For PORT SAID, MARSEILLES, HAVRE, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALIC PORTS.

SAILING LIST.

Other Sailings:	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Malaya"	27th Sept.	7th Nov.
M.S. "Danmark"	31st Oct.	10th Dec.
M.S. "Java"	30th Nov.	9th Jan.
M.S. "Peru"	30th Dec.	9th Feb.
M.S. "Australia"	28th Jan.	7th March
M.S. "Afrika"	28th Feb.	7th April

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CINGALESE PRINCE ... October 21st

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Fare—Hong Kong to Naples.....£58

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"CREMER"

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Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—£14.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

SEPTEMBER 8, 1930.													SEPTEMBER 9, 1930.												
STATION.	HONG KONG BAROMETER THIS	BAROMETER AT SEA LEVEL		TEMPERATURE	VISIBILITY	WIND		WAVELENGTH (Miles)	HONG KONG BAROMETER THIS	BAROMETER AT SEA LEVEL		TEMPERATURE	VISIBILITY	WIND		WAVELENGTH (Miles)									
		INCHES	MILLS.			DIRECTION	FORCE (Miles per hour)			INCHES	MILLS.			DIRECTION	FORCE (Miles per hour)										
Wladivostok...	12								6																
Nemuro	11	29.86	758.5			ESE	1		5	29.75	755.5			NNE	1										
Hakodate	"	29.84	758.0			SE	1		"	29.94	758.0			SW	1										
Tokio	"	29.76	756.0			N	1		"	29.86	755.5			NNW	1										
Kochi	"	29.84	758.0				0		"	29.90	753.5				0										
Nagasaki	"	29.88	759.0			SW	1		"	29.88	759.0														
Kagoshima	"	29.92	760.0			SE	1		"	29.90	759.5			NW	1										
Oshima	"	29.88	759.0			NNW	1		"	29.90	759.5				0										
Naha	"	29.88	759.0			ESE	1		"	29.90	758.5			ESE	1										
Ishigakijima	"	29.88	759.0			ESE	1		"	29.86	758.5			ENE	1										
Bonin Island	"	29.82	757.5			N	1		"	29.96	761.0				0										
Chefoo	15	29.83	757.7	74		NW	2	r	6	29.84	757.9	72		N	2	b									
Shanghai	14	29.87	758.8	88	4	NE	2	c	"	29.89	759.3	76	1	ESE	2	b									
Guthrie	"	29.94	760.5	83		SE	2	b	"	29.94	760.5	78		SSE	2	b									
Wenchow	"	29.91	759.6	85	6	E	2	b	6	29.93	760.1	79	8		0	b									
Foochow	"	29.90	759.4	88	6	SE	2	b	7	29.87	758.7	81	6	ENE	2	b									
Amoy	"	29.80	756.9	88	6	ESE	2	b	6	29.94	757.9	76	6	NW	2	b									
Swatow	"	29.77	756.1	86		NE	2	b	"	29.79	756.6	79		NE	1	c									
Taihou	11	29.85	758.3	91	1	ESE	4	b	5	29.84	758.0	76	1		0	b									
Taihu	"	29.85	758.3	88	1		0	b	"	29.86	757.4	74	1	E	2	b									
Tainan	"	29.83	757.8	91	1	SW	2	b	"	29.82	757.4	74	1		0	b									
Koshun	"	29.85	758.2	91	1	ENE	2	bc	"	29.83	757.6	74	1		0	b									
Pescadores	"	29.85	758.3	86	1	NNW	4	b	"	29.82	757.4	77	1		0	b									
Hong Kong	14	29.80	756.9	88	7	ESE	2	bc	6	29.81	757.2	79	6	NE	3	b									
Gap Rock	"	29.82	757.4	82	8	ENE	4	c	"	29.82	757.4	81	7	SE	2	b									
Macao	"	29.80	756.8	88	4	E	2	c	"	29.80	757.0	77	4												
Holbow	"	29.77	758.1	92		E	1	o	"	29.81	757.2	82		NE	2										
Pratas Island	"	29.81	757.2	81	8	ESE	2	r	6	29.83	757.6	74	8	NE	2	lt									
Phulien	"	29.78	756.4	86	8	ESE	4	bc	7	29.78	756.3	76	8	SW	2	c									
Tourane	15	29.78	755.2	91	8	NNW	4	bc	"	29.82	757.4	77	8	SSE	4	b									
Cape St. James	"	29.77	756.1	85	8	SSW	2	0	"	29.76	755.9	76	4	S	2	r									
Basco	14	29.76	756.0	83	6		0	bc	6	29.76	755.9	76	4												
Aparri	"	29.74	755.4	86	4	NNE	4	o	"	29.76	755.9	76	4												
Tuguegarao	"	29.72	754.8	88		WNW	4	b	"	29.76	756.0	79	8												
Vigan	"	29.71	754.7	91	8	WSW	4	bc	"	29.74	755.3	77	6												
Manila	"	29.72	754.8	88	8	WSW	2	b	"	29.76	756.0	76	8	N	2	b									
Legaspi	"	29.73	754.8	91	8	WSW	4	bc	"	29.78	756.3	79	8												
Calbayog	"	29.71	754.6	91	8	NW	4	t	"	29.78	756.3	76	6												
Taloban	"	29.75	755.6	91	8	SW	4	o	"	29.76	755.9	79	4												
Iloilo	"	29.78	755.2	86	6	W	4	o	"	29.78	755.9	76	6												
Cebu	"	29.72	754.9	91	8	WSW	4	o	5	29.81	757.2	78	8	ESE	3										
Surigao	"								"																
Maipao	11.00								4.22																
Guam	12.22	29.74	755.5		6	SE	4	o	5	29.76	755.9	77	8			c									
Yap	11.00								"	29.77	756.2	76	8	WSW	2	0									
Pelew	"								"	29.83	757.7	80	4	S	4	c									
Labuan	14	29.81	757.2	88	4	W	6	b	6							t									

September 9d. 10A. 30m.—A belt of relatively high pressure extends from E. China to E. of the Bonins and a trough of relatively low pressure from Indo-China to S. of Guam.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 67.29 inches, against an average of 83.82 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 20.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamooks
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 9

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.78	29.86	29.77
Temperature	83	85	81
Humidity	74	70	81
Wind	E	E	E
Force	3	3	2
Weather	BC	PC	O
Rain	0.0	0.00	0.00

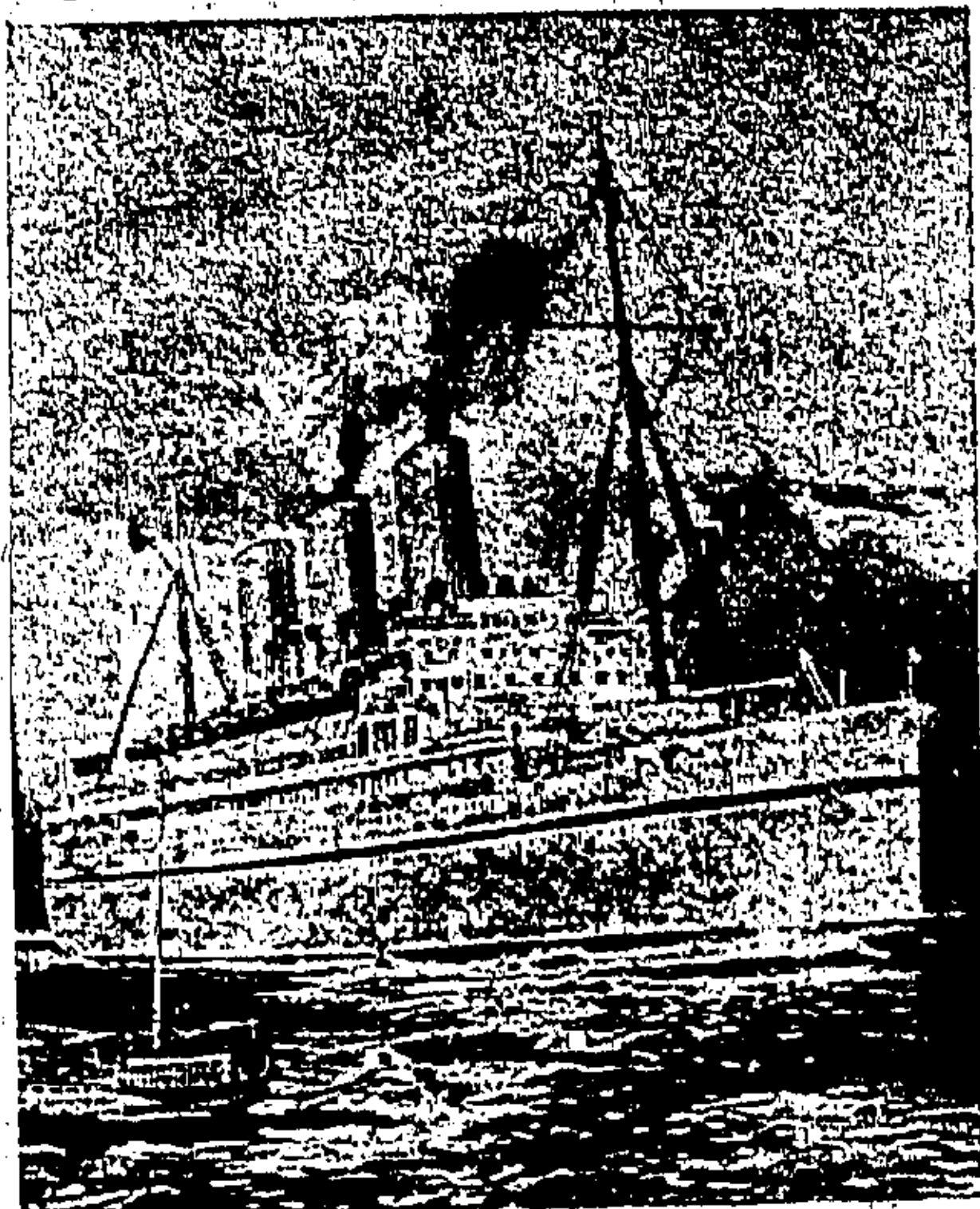
Highest open-air Temperature, 8: 84

Lowest open-air Temperature,

Shipping News Daily Statement, Waterfront News, etc.

EMPRESS OF JAPAN

Newest, Largest and Fastest Steamer on the Pacific
15 DAYS HONG KONG TO CANADA



ESTABLISHED a new record for crossing the Pacific, making the run from Yokohama to Victoria in 8 days, 8 hours, 27 minutes, this being 4 hours, 28 minutes less than the previous record held by the Empress of Canada.

NEXT SAILING TO THE PACIFIC COAST
October 2nd, 1930.

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WORLD'S GREATEST TRAVEL SYSTEM

REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM £83 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
ASAMA MARU ... Thursday, 18th September
TAIYO MARU ... Sunday, 28th September

SEATTLE, VICTORIA via Shanghai & Japan Ports.
HIKAWA MARU ... Wednesday, 24th September

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
KASHIMA MARU ... Saturday, 20th September, at 11 a.m.
YASUKUNI MARU ... Saturday, 4th October

SYDNEY & MELBOURNE via Manila & Ports.
ATSUTA MARU ... Tuesday, 23rd September
AKI MARU ... Tuesday, 21st October

BOMBAY via Singapore, Penang & Colombo.
KAGA MARU ... Thursday, 11th September
MALACCA MARU ... Saturday, 17th September

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
HEIYO MARU ... Tuesday, 5th September

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.
HAKATA MARU ... Friday, 17th October

NEW YORK, BOSTON via PANAMA.
TAKETOYO MARU ... Sunday, 21st September
TOBA MARU ... Monday, 6th October

LIVERPOOL via Port Said, Stamboul (Constantinople),
Genoa & Marseilles.
LYONS MARU ... Saturday, 13th September

DAOUTTA via Singapore, Penang & Rangoon.
MORIKA MARU ... Monday, 18th September
TOKUSIMA MARU ... Monday, 29th September

SHANGHAI, KOBE & YOKOHAMA
SIBERIA MARU ... Wednesday, 10th September
AKI MARU ... Wednesday, 17th September
FUSHIMI MARU ... Saturday, 20th September

For further information, apply to—
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FRENCH MAIL STEAMERS

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.
SPRING ... 16th Sept.
G. METZINGER ... 20th Sept.
ANDRE LEBON ... 14th Oct.
PORTHOS ... 23rd Oct.
CHENONCEAUX ... 11th Nov.
ATHOS II ... 25th Nov.
D'ARTAGNAN ... 9th Dec.
ANGERS ... 23rd Dec.

To Yokohama via Shanghai and Kobe.
ANDRE LEBON ... 15th Sept.
PORTHOS ... 23rd Sept.
CHENONCEAUX ... 13th Oct.
ATHOS II ... 27th Oct.
D'ARTAGNAN ... 11th Nov.
ANGERS ... 25th Nov.
SPRING ... 9th Dec.
G. METZINGER ... 23rd Dec.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 19,900 TONS;
THROUGH CARGO
33,000 TONS;

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday, were:—

British	Cargo for Through	H.K.	Ports
Royal Star	Shanghai	6,300	
Lossiebank	Shanghai	3,333	3,000
Linan	Canton	—	31
Liangchow	Saigon	2,400	—
Taiyuan	Shanghai	250	1,900
American	—	5,983	10,531
Pres. Pierce	Shanghai	1,387	2,594
Dutch	—	1,387	2,594
Tjikini	Sourabaya	5,693	500
Tijpanas	Sandakan	732	2,182
Italian	—	6,427	2,682
Fiume	Yokohama	—	5,000
Japanese	—	—	5,000
Sourabaya Maru	Sourabaya	736	3,315
Kawachi Maru	Moji	90	3,003
Hakata Maru	Singapore	34	1,400
Hakodate Maru	Yokohama	1,533	3,625
Lushan Maru	Shanghai	90	225
Chinese	—	2,463	11,573
Wong Shek Kung	Saigon	1,900	—
Eng Lee	Dairen	900	700
		2,700	700
Total		13,660	33,060

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

British	Arr.	Dep.
American	5	5
Dutch	2	0
Italian	1	0
Japanese	5	4
Chinese	4	1
French	0	3
German	0	1
Total	19	14

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Taiyuan (Br.) Shanghai,	175
Amoy	
Pres. Pierce (Am.) San	
Francisco, Shanghai	453
Tijpanas (Dutch) Balik	
papan, Sandakan	327
Sourabaya Maru (Jap.)	
Sourabaya	96
Hakata Maru (Jap.) Singa	
pore	229
Lushan Maru (Jap.) Shang	
hai, Swatow	88
Total	1,374

ARRIVALS.

September 8.

Kawachi Maru, Japanese str., 3,568 tons, Capt. T. Fujita, from Moji, buoy No. A2.—N.Y.K.
Consuelo, American str., 2,819 tons, Capt. J. Parson, from Amoy, Coamopolitan Dock.—Williamson & Co.
Hakodate Maru, Japanese str., 3,226 tons, Capt. S. Herose, from Sakito, Kowloon Wharf.—N.Y.K.
Royal Star, British str., 4,890 tons, Capt. Wm. Walsh, from Shanghai, buoy No. A3.—Dodwell & Co.
Tai Lee, Chinese str., 1,044 tons, Capt. Z. Masaki, from Canton, buoy No. B36.—Loong Tai Hong.
Tai Yuan, British str., 2,109 tons, Capt. R. Robertson, from Amoy, buoy No. B12.—B. & S.
Wong Shek Kung, Chinese str., 1,044 tons, Capt. A. W. Best, from Saigon, buoy No. C40.—Kung Chung & Co.

September 9.

Carignano, Italian str., 3,230 tons, Capt. Carpurro, from Shanghai, buoy No. A3.—Dodwell & Co.
Ohak Sang, British str., 1,470 tons, Capt. J. McAnish, from Canton, buoy No. B32.—J. M. & Co.
Deli Maru, Japanese str., 1,292 tons, Capt. W. Sanada, from Canton, O.S.K. Wharf.—O.S.K.
Eng Lee, Chinese str., 865 tons, Capt. H. Maki, from Dairen, buoy No. C19.—Yee Tai Hong.
Ichang, British str., 1,228 tons, Capt. Mitchell, from Canton, buoy No. B21.—B. & S.
Kaiapoi, British str., 1,247 tons, Captain Baldwin, from Port Campher, buoy No. B50.—Williamson & Co.
King Yuan, British str., 1,546 tons, Capt. J. D. Whyte, from Swatow, buoy No. B20.—B. & S.

Liangchow, British str., 1,320 tons, Capt. John Taylor, from Saigon, buoy No. C41.—B. & S.
Shantung, British str., 1,548 tons, Capt. P. J. Green, from Canton, buoy No. A5.—B. & S.
Sourabaya Maru, Japanese str., 2,738 tons, Capt. A. Ikezoe, from Tawao, buoy No. A25.—O.S.K.
Tjikini, Dutch str., 2,887 tons, Capt. M. J. Van Hock, from Soerabaya, buoy No. A8.—J.C.J.L.
Utrecht, Dutch str., 709 tons, Capt. J. H. Kop, from Balikpapan, North Point.—A.P.C.

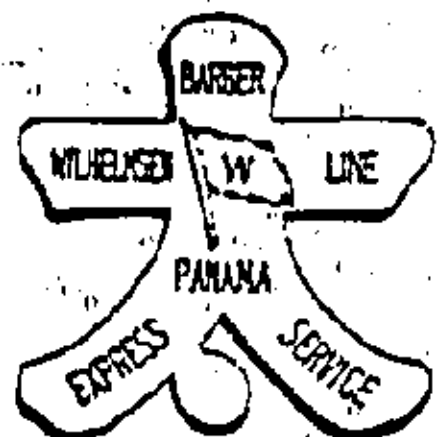
CLEARANCES.

September 9.

Carignano, for Singapore.
Hai Ning, for Swatow.
Hakodate Maru, for Singapore.
Haidis, for Saigon.
Helios, for Swatow.
Kawachi Maru, for Singapore.
King Yuan, for Canton.
Kut Sang, for Singapore.
Kwong Sang, for Swatow.
Pres. Pierce, for Manila.
Shantung, for Swatow.
Siberia Maru, for Shanghai.
Sourabaya Maru, for Amoy.
Sunkong, for K. C. Wan.
Tai Yuan, for Canton.
Tathylus, for Otaru.
Tijpanas, for Shanghai.
Utrecht, for Balikpapan.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Canada arrived at Kobe on September 9 at 7.30 a.m. left the same day at 4 p.m., is due at Yokohama on September 10 at 6 p.m., leaves Yokohama on September 11 at 3 p.m.
The P. & O. s.s. Kalyan from Hong Kong arrived London on September 7 at 10 p.m.



BARBER WILHELMSEF LINE.

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING

M.V. "TAI PING"
will sail on SEPTEMBER 16th

SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO
LOS ANGELES, NEW YORK & BOSTON

42 Days To New York

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BANK LINE LTD.

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ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

M.V. "CITY OF LILLE" ... London, Rotterdam, Hamburg & Hull ... 13th September

S.S. "CITY OF MOBILE" ... London, Rotterdam & Hamburg ... 9th October

NEW YORK, BOSTON & BALTIMORE

S.S. "CITY OF CHESTER" ... 7th October

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE

M.V. "LOSSIEBANK" ... 17th September

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... 8th November

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Agou Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Illo, Port Amelia, Mozambique, Chiminda, Inhambane, Zanzibar, Mombasa, Kilindini, Fort Molloto, Zedania Bay, Walvis Bay and Madagascar.

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"MALWA"	10,980	11th Oct.	Bombay, Marseilles & London.
"MIRZAPORE"	8,715	15th Oct.	Straits, Bombay & London.
"KHYBER"	9,114	25th Oct.	Mars. L'don, Hull, B'dm. & A. werp.
"MACEDONIA"	11,180	8th Nov.	Bombay, Marseilles & London.
"NAGPORE"	5,823	15th Nov. [Mars.]	L'don, Hull, B'dm. & A. werp.
"KARMALA"	8,128	22nd Nov.	do
"RAWALPINDI"	16,819	6th Dec.	Bombay, Marseilles & London.
"KALYAN"	9,144	20th Dec.	Mars. L'don, Hull, B'dm. & A. werp.
"LAHORE"	5,304	27th Dec.	Marseilles & London.
1931			
"RANCHI"	16,850	3rd Jan.	Bombay, Marseilles & London.
"JEYPORE"	5,318	10th Jan.	Marseilles, London and Hull.
"KASHMIR"	8,955	17th Jan.	Mars. L'don, Hull, B'dm. & A. werp.
"COMORIN"	15,132	31st Jan.	Bombay, Marseilles & London.
"PERIM"	7,648	7th Feb.	Marseilles, London and Hull.
"KASHGAR"	9,005	14th Feb.	Marseilles & London.
"MALWA"	10,980	28th Feb.	do
"KHIVA"	9,135	7th Mar.	Marseilles, London and Hull.
"KHYBER"	9,114	14th Mar.	Marseilles & London.
"RAWALPINDI"	16,819	28th Mar.	do

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Steamship	Tons	From Hongkong (about)	Destination
"MALWA"	10,980	12th Sept., 10 a.m.	Shanghai, Kobe & Yokohama.
"MIRZAPORE"	8,715	13th Sept.	Shanghai, Kobe & Yokohama.
"NAGPORE"	5,823	23rd Sept.	Shanghai, Kobe & Yokohama.
"TILAWA"	10,006	24th Sept.	Amoy, Moji, Kobe & Osaka.
"KHYBER"	9,114	28th Sept.	Shanghai, Kobe & Yokohama.
"NELLOR"	6,853	7th Oct.	Shanghai, Kobe, Osaka & Yokohama.
"MOBEA"	10,954	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
"KARMALA"	8,128	20th Oct.	do
"BENALLA"	—	20th Oct.	Shanghai & Kobe.
"MACEDONIA"	11,180	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
"LAHORE"	5,304	5th Nov.	do
"RAWALPINDI"	16,819	7th Nov.	Shanghai, Kobe & Yokohama.
"JEYPORE"	5,318	22nd Nov.	Shanghai, Kobe & Yokohama.
"KALYAN"	9,144	22nd Nov.	Shanghai, Kobe & Yokohama.
"RANCHI"	16,850	6th Dec.	Shanghai, Kobe & Yokohama.
"PERIM"	7,648	14th Dec.	Shanghai, Moji, Kobe & Yokohama.
"KASHMIR"	8,955	20th Dec.	do
1931			
"COMORIN"	15,132	2nd Jan.	Shanghai, Kobe & Yokohama.
"KASHGAR"	9,005	17th Jan.	Shanghai, Moji, Kobe & Yokohama.
"KHIVA"	9,135	24th Jan.	do
"MALWA"	10,980	31st Jan.	do
"KHYBER"	9,114	14th Feb.	do
"RAWALPINDI"	16,819	28th Feb.	Shanghai, Kobe & Yokohama.
"KHIVA"	9,135	14th Mar.	Amoy, Moji, Kobe & Yokohama.
"RAJPUTANA"	16,850	27th Mar.	Shanghai, Kobe & Yokohama.
"KALYAN"	9,144	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
"COMORIN"	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
"KASHMIR"	8,955	8th May	Shanghai, Moji, Kobe & Yokohama.
"RANCHI"	16,850	22nd May	Shanghai, Kobe & Yokohama.

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m.v. "SHANTUNG"	—	10th October	
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m.v. "NANKING"	—	Sailing about 13th September	
m.v. "DELHI"	—	25th September	

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